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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

VOL. XXVII. CHICAGO, ILLINOIS, JANUARY 15, 1909.

No. 7. { ONE DOLLAR PER ANNUM,
SINGLE COPY, TEN CENTS.

WE MANUFACTURE MACHINERY

... for ...

Elevating and Conveying Grain, including all of the Standard Appliances for this purpose.

We do not manufacture shellers, clippers, cleaners or special machines for treating grain, but confine our efforts strictly to machinery for **HANDLING GRAIN.** Let us figure with you.

STEPHENS-ADAMSON MFG. CO.

Manufacturers of Conveying and Transmission Machinery

MAIN OFFICE AND WORKS, AURORA, ILL.

NEW YORK OFFICE—43 Exchange Place CHICAGO OFFICE—First National Bank Bldg.

The Grain Dealers' Supply Co.

322 Fourth Ave. South, Minneapolis, Minn., having bought the complete stock of C. D. Holbrook & Co., are now located in the old Holbrook location at 305 South Third Street, where they will continue the business of furnishing the grain trade with

Elevator and Mill Machinery, also Avery Automatic Scales and Charter Gasoline Engines.

WE SOLICIT YOUR ORDERS.

305 South Third St., Minneapolis, Minn.



WE MANUFACTURE SALEM BUCKETS

There are more of them in use than all other Steel Buckets combined. They fill more readily, carry maximum load, and discharge more perfectly than any other bucket.

We carry ready for immediate shipment a large stock of all sizes and gauges.

We also manufacture complete grain elevator equipments. Send us your specifications. Catalogue for the asking.

SKILLIN & RICHARDS MFG. CO., CHICAGO, ILL.

Y MEANS You
O MEANS Orders
U MEANS Us
N MEANS Now
G MEANS Grain

This is the connection.
The whole means

YOUNG & CO.

who want your
business

Royal Insurance Bldg.
CHICAGO

FOOS GAS ENGINES ARE DURABLE

WEIGHT AND LARGE BEARING SURFACES are put into the wearing parts—large crank-shafts, long phosphor bronze main bearings and all bearings easily adjustable.

IGNITER POSITIVELY DRIVEN—

wipe spark. No snap, no hammer, no coil springs about the ignitor.

VALVES ARE VERTICAL—

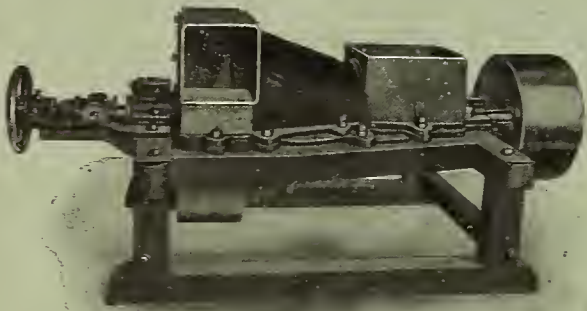
no side wear and never out of adjustment.

Every bearing oiled while engine is in operation. The FOOS has many exclusive features of superiority.

Catalogue No. 39 tells the rest of the story.
THE FOOS GAS ENGINE CO., Springfield, Ohio.



The Ohio Fan Discharge Corn Sheller



Patents Pending Adjustable Cylinder

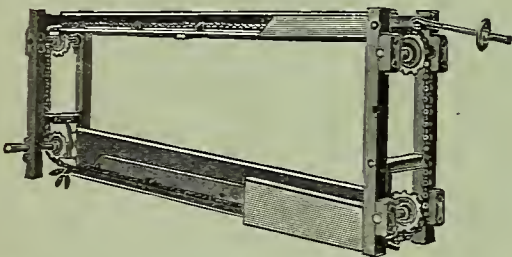
Easy
to
Install

Requires
Little
Space

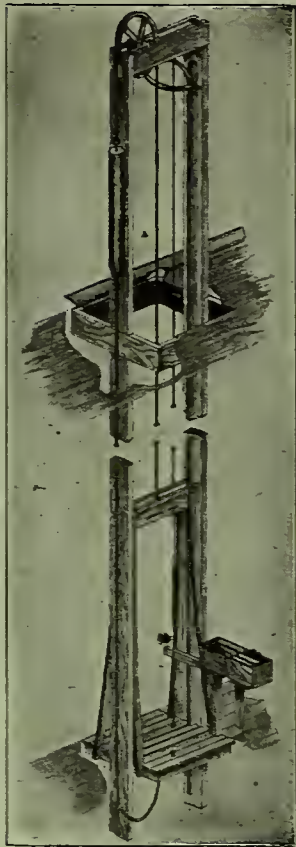
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EQUAL TO ANY CLEANER MADE

Chain Drag Feeders



Made Complete, Any Length, "Cast Iron" Bottom



Safety

Man

Lifts

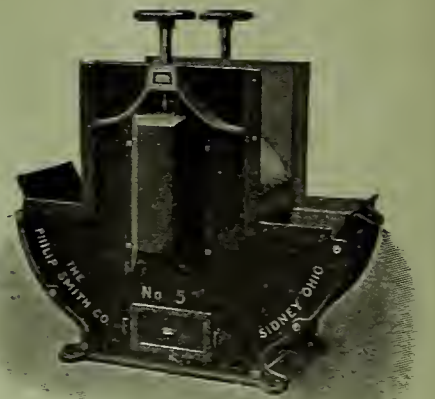
With

Automatic

Locking

Device

Cast Iron Elevator Boots



With or Without Tightener

When building or repairing get our prices on any machinery or supplies.

Ohio Regular Corn Sheller



Both Style Shellers, 300 to 1,500 bu. per hour

THE Philip Smith Mfg. Co.

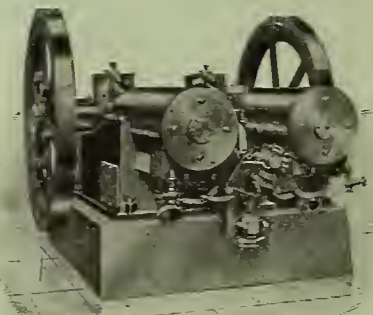
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POWER TRANSMISSIONS

SIDNEY - - - OHIO

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Complete
Producer
Gas Power
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Single and Double
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15 to 200 H. P.
1 H. P. 1 Hour
1 lb. Coal



Twin Cylinders, 85 to 250 H. P.
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For Simplicity.
Economy
and Reliability
The
COLUMBUS
is Excelled
by None

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Columbus, Ohio, U. S. A.

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STEAM AND GAS ENGINES

Pulleys, Shafting, General Power Transmission Machinery, Roll
Grinding and Corrugating

LARGEST FACTORY AND STOCK IN WESTERN COUNTRY

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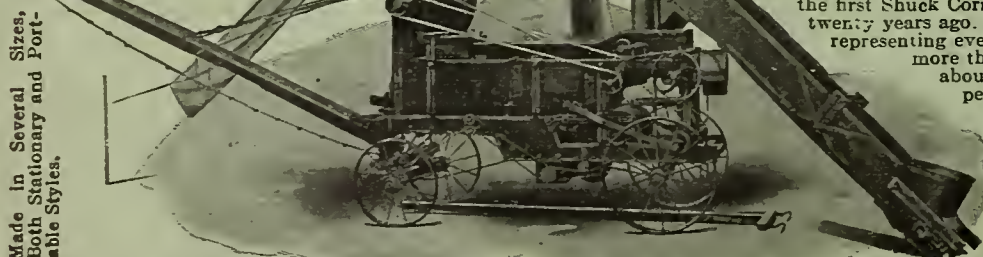
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General Office and Factory
LEAVENWORTH, KAN.

Warehouse and Salesrooms
1221-1223 Union Ave.
KANSAS CITY, MO.

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WE MAKE Hand and
Power Corn Shellers, Horse
Powers, Feed Grinders,
Portable Elevators and
Wagon Dumps, Pump-
Jacks, Grain Elevator Ma-
chinery and Supplies.



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POSITIVELY GUARANTEED to shell either shucked or unshucked corn faster, with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market. *Send for Catalogue.*

SPEAKS FOR ITSELF

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Marseilles Mfg. Co., Marseilles, Ill.—Gentlemen:—We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 15 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; require less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours. KEEL & SON. By J. Z. Keel.

Branch Houses and General Agencies at Principal Distributing Cities.

BURRELL Improved Man lift

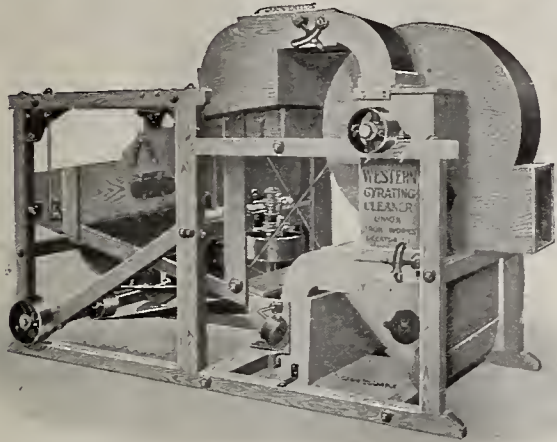


This lift is so well
known it is useless
to describe it.

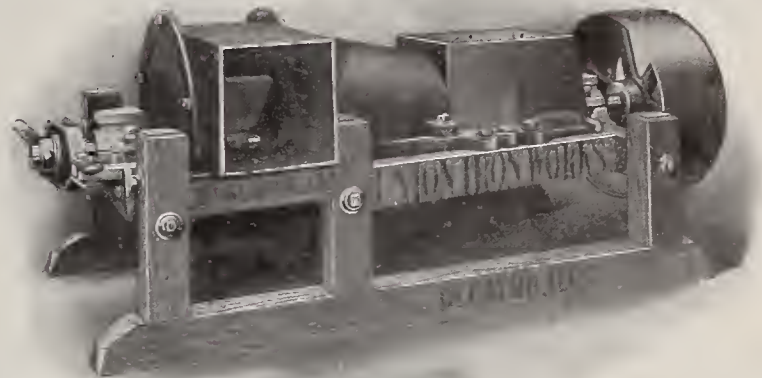
Full
Elevator Equipments

BURRELL MFG. CO.
249 South Jefferson St., Chicago

WESTERN SHELLERS AND CLEANERS



**Best
on
Earth**



THE WESTERN GYRATING CLEANER

Made in seven sizes. Capacities from 200 to 1,800 bushels per hour.

Rotary motion.
Perfect balance.
No shake.
Perfect cleaning.
Cleans all kinds of grain.
Noiseless, strong, compact and durable.

THE WESTERN PITLESS SHELLER

Made in three sizes. Capacities 300 to 1,300 bushels per hour.

Will not crack the corn.
Does not require a pit or tank under your elevator.
Discharges directly into the boot.
Fan chamber is adjustable; can be changed to discharge either to right or left, under or over.
Fitted with our patent adjusting lever, enabling the operator to adjust cylinder while running to all kinds and conditions of corn.

A complete line of Elevator Equipment—Plans and Specifications furnished.

UNION IRON WORKS, DECATUR, ILL.

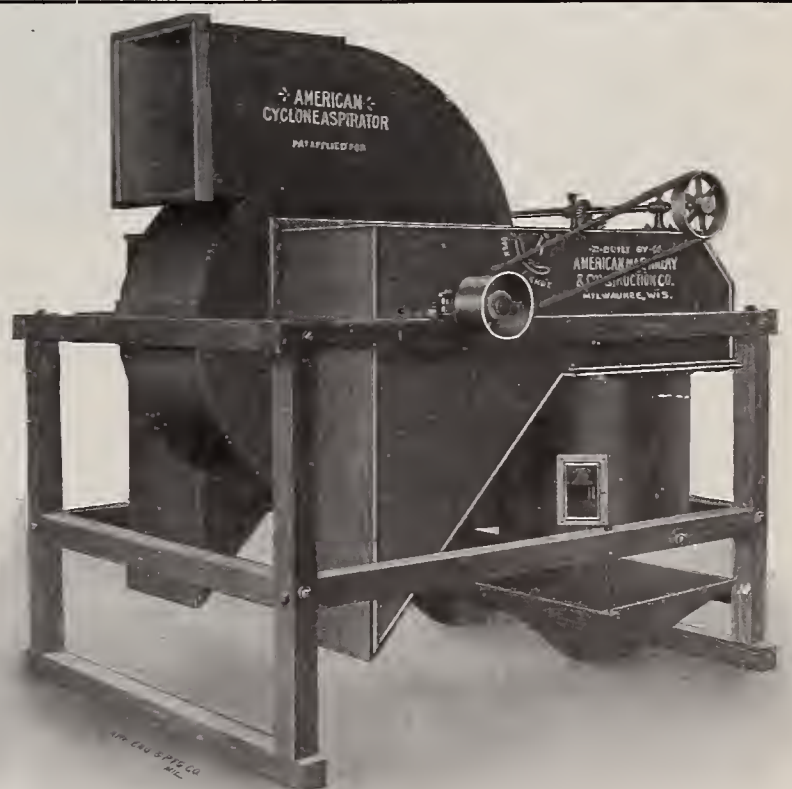
Complete stock of Shellers and Cleaners carried at
1221-1223 Union Avenue, KANSAS CITY, MO.



The AMERICAN GRAIN CLEANER

has the following exclusive features:

The only perfect system of Pneumatic Cleaning.
The Double Compensating Shakers, which have an exceptionally large screening surface.
The Combination Fan and Shaker Shaft, which cuts the amount of power and attention required to less than half of that necessary for other machines.
Other points of superiority are fully described in our descriptive circular.



The AMERICAN CYCLONE ASPIRATOR

does Pneumatic Cleaning only and is used to separate from grain all impurities which are lighter than the material to be cleaned.

For separating sprouts, chaff and dust from the malt as it comes from the kilns, this machine has no equal.

In mills it will prove itself the best machine for taking all the chaff, dust, etc., out of the grain.

These machines can be had in either All Steel. or in Combination Wood and Steel Construction.

Descriptive matter sent on request.

AMERICAN MACHINERY & CONSTRUCTION COMPANY, 103 W. WATER STREET MILWAUKEE, WIS.

Get on the Band Wagon

Hundreds of grain dealers throughout the country have installed and are installing the **RICHARDSON AUTOMATIC ELEVATOR SCALE** to weigh grain to loading spout or bins.

The machine is saving them the profit of many a carload of grain, since it records absolutely the exact weight spouted to cars and enables them to get payment either from the receivers or railroads for the precise quantity shipped.

Some few have bought cheaper scales, cheaper in first cost, cheaper in mechanical merit, but very dear in results, and a majority of these, richer in experience, if not in pocket, are now installing the Richardson Scale in place and preference.

OUR USERS WILL NOW SAY A FEW WORDS:

ATTICA, IND.

"We think that in every way the Richardson Automatic Scale is a great success, and if properly handled will be absolutely correct. We have never regretted our choice of a scale."

JONES BROS.

DECATUR, ILL.

"We are enclosing you here-with three photographs of our Richardson Automatic Scale with Residue Attachment thereto. This scale is located at the top of our elevator, immediately over a large receiving bin, which holds a carload.

"There is also a small hopper above the scale leading from two elevator heads, either of which keeps this hopper filled with grain and also assists in greater rapidity, the capacity of this scale being 2,500 bu. per hour.

"The residue attachment is also shown in the picture and is a very important factor in weighing the last draft, as there is usually a small residue left in the car which must be accounted for. We are using this scale for transferring grain from car to car and it has been giving perfect satisfaction. It affords us great pleasure in recommending this scale to the grain trade for rapid and accurate weighing."

ALLEN GRAIN & ELEVATOR CO.

MINNEAPOLIS, MINN.

"Your Automatic Scale in our elevator to date has given us the best of satisfaction and believe that one should be installed in every country elevator as well as in terminals, and will from this on install one in each elevator that we build and in time equip our entire line."

REX ELEVATOR COMPANY.

FOR FURTHER PARTICULARS APPLY TO

RICHARDSON SCALE COMPANY

2 Park Row, NEW YORK, N. Y.

122 Monroe Street, CHICAGO

415 Third Street, S., MINNEAPOLIS



DAMAR, KAN.

"I have tested the Automatic Elevator Scale that I purchased of you last August and find it absolutely accurate and correct. Accept thanks, as it has saved me the price in collecting shrinkage on leaking cars."

W. D. HAYS.

CORDELL, OKLA.

"We heartily and consistently recommend the Richardson Automatic Scale, having tried one for about two years, in which time we have weighed over 150,000 bu. through it, and up to this time has never given us any trouble whatever since beginning of its operation. Since our customers have found this scale to be reliable, many of them are taking our sworn weights, to govern settlement on carload grain."

LORENZ & GEIS.

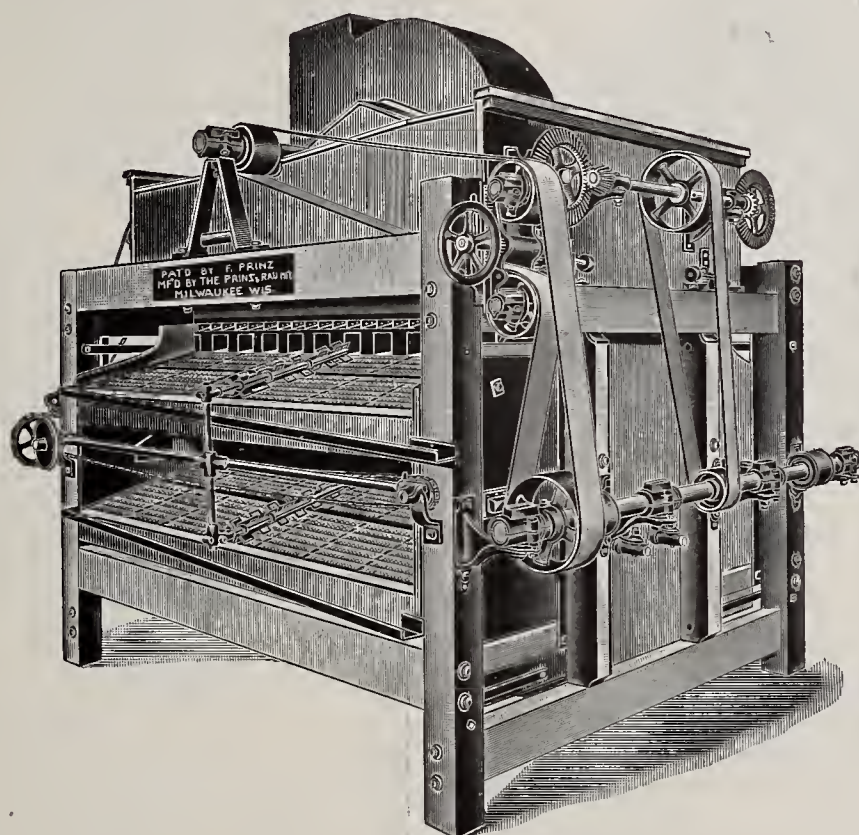
ALBION, IND.

"We beg to state we originally put in one of your scales at one of our elevators and found the same so satisfactory that we have purchased three more of them and they are all giving us the best of satisfaction. We can consistently recommend your scale to anyone owning an elevator, for they save a great many times the cost of them in annoyance of claims for shortages, and furthermore, since having your scales, we get very few complaints for shortages. We therefore can recommend them in good faith."

STRAUS, ACKERMAN & Co.

PRINZ AUTOMATIC SEPARATORS

Recommend themselves to those who want the most perfect grain cleaners



They were the first and only separators with **PERFECT AUTOMATIC TRAVELING SIEVE CLEANERS**, insuring absolutely clean sieves at all times.

They have **SHEET STEEL SCREENS**, with seed screen at the head of each sieve. Screens retain their shape under the hardest kind of usage.

A **PERFECT AUTOMATIC FEEDER** spreads the grain the entire width of sieve, and a large slow-running fan creates a **STRONG, STEADY SUCTION**.

The most compact separators built, occupying the minimum floor space per bushel capacity.

Write for Descriptive Circulars

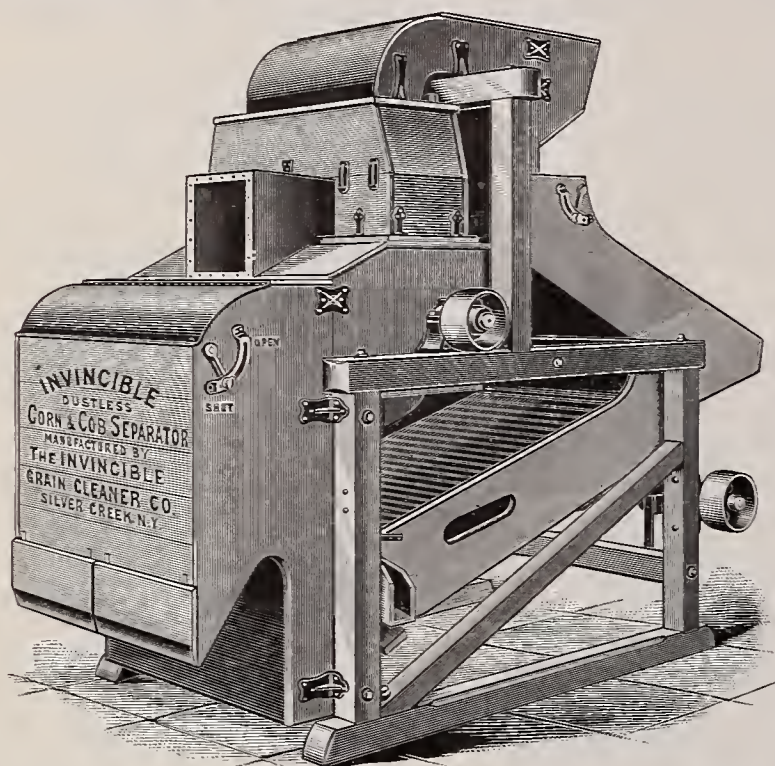
THE PRINZ & RAU MFG. CO.
Milwaukee, Wis.

REPRESENTED BY W. G. Clark, 415A La Salle Ave., Chicago, Ill.; A. H. Kirk, 1-A Chamber of Commerce, Minneapolis, Minn.; G. M. Miles, 1057 Pierce Bldg., St. Louis, Mo.; F. E. Lehman, 124 Board of Trade, Kansas City, Mo.; C. H. Near, 770 Ellicott Square, Buffalo, N. Y.; M. D. Beardslee, 106 Piquette Ave., Detroit, Mich.

EUROPEAN REPRESENTATIVES, Ingenieur Bureau, Prins Mauritsplein La, The Hague, Holland.

CLEAN YOUR CORN

This Separator takes out cobs, silks and all foreign matter and gives a high grade of corn.
It is the most popular corn and cob separator on the market, the result of its extremely nice work. Order now.



INVINCIBLE GRAIN CLEANER COMPANY
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REPRESENTED BY
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CONSTANT MACHINERY

IS WHAT YOU WANT

THE SAFETY MAN-LIFT

has roller bearings, which makes it easily operated. The improved brakes and safety catch prevent accidents. The adjustable counterweights and springs make it all that could be desired. Buy ours; it pays.

THE B. S. C. CHAIN FEEDER and DRAG

for feeding elevator boots and shellers, any capacity, any distance, automatically. Handles all kinds of grain without waste or mixing.

The ONLY WAY to feed a sheller.

THE U. S. CORN SHELLER

Patented Oct. 17, '05.

No pit or lower hopper. Cheapest installed. Quickest repaired. Our new Screw Adjustment can be used while sheller is full of corn and running. Shells clean, saves cobs. TRY IT.

Write for our catalog or you may miss something good

B. S. CONSTANT CO., Bloomington, Ill.



HELICOID

Helicoid conveyor has a stronger flight and a heavier pipe than the same diameter of old style conveyor, and

Helicoid flight and pipe are put together so they support and strengthen each other.

Helicoid flight has a shovel edge. Other has blunt edge.

Helicoid flight is one continuous strip of metal end to end of pipe. Other is short sections lapped and riveted together every turn or half turn around the pipe.

Helicoid is a smooth, nicely-balanced spiral, and has no joints to wear out and open up.

Helicoid requires fewer repairs, and less power to drive it.

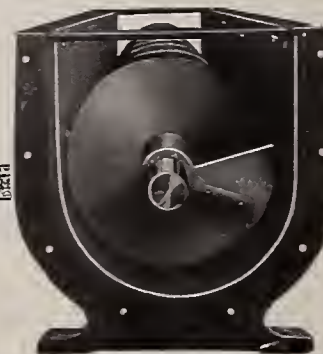
Helicoid costs no more than inferior kinds of conveyor; it's all-round satisfaction at the same price.

Ask about our Steel Conveyor Boxes, too.

H. W. Caldwell & Son Co.

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BRANCH OFFICE:



New York:
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Terminal, 50
Church St.

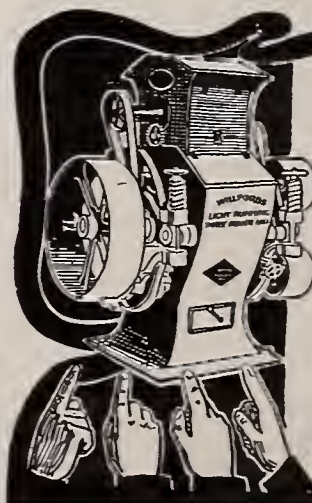
4 GOOD POINTERS

—ON THE—

Willford Three-Roller Feed Mill.

- (1) It is Easy to Handle.
 - (2) It is Strong and Durable, but Simple.
 - (3) It will Grind the Most Feed with the Least Power.
 - (4) It can Always be Relied Upon.
- Write for Circulars and Prices.

WILLFORD MANUFACTURING CO.,
303 3d St. South, - MINNEAPOLIS, MINN.

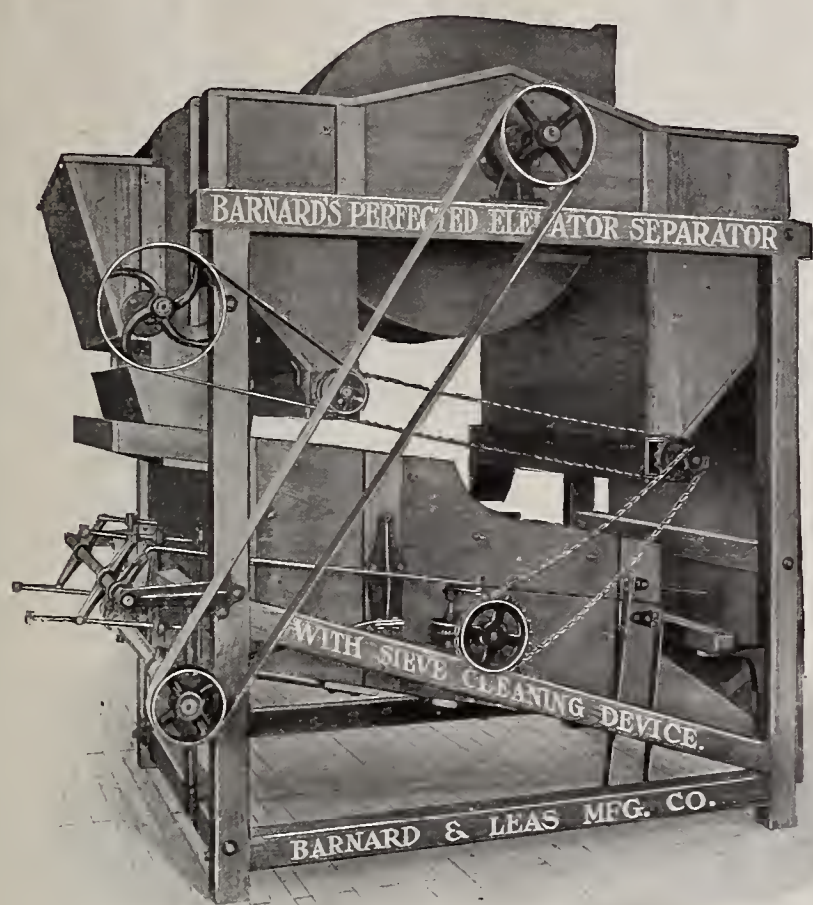


The New Bill of Lading

will make claims for shortages difficult to collect in full. You can prevent the leakages in transit by using the Kennedy Car Liner in the old cars that you load. Made by

FRED. W. KENNEDY, Shelbyville, Ind.

Barnard Perfected Elevator Separator



BARNARD'S PERFECTED WAREHOUSE AND ELEVATOR SEPARATOR
With Sieve Cleaning Device

Makes the most efficient sieve and air separations of any machine on the market. They are under the full control of the operator at all times.

The sieve cleaning device works under the sieves. Thus it lifts the trash out of the holes and causes it to tail over instead of assisting it to pass through with the grain. This results in keeping the sieves perfectly clean at all times and insuring positive and uniform work.

We also make the Cornwall Corn Cleaner, the Victor Corn Sheller, Willford's Light Running Three-Roller Feed Mill, Barnard's Two and Three Pair High Feed Mills and a complete line of Flour Mill and Elevator machines and supplies.

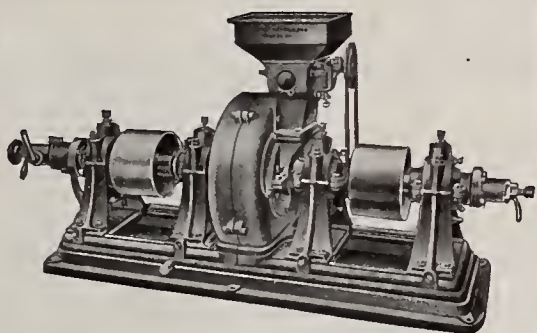
Send for latest circulars

Barnard & Leas Mfg. Co.

Builders of Elevator Machinery and Supplies

MOLINE, ILLINOIS

**DO YOU
WANT MORE
BUSINESS?**



Monarch Attrition Mills

Create new business for the elevator owner by enabling him to utilize his surplus power in grinding feed. This is a very profitable side line, as hundreds of elevator proprietors can testify. The Monarch mill is made in a number of sizes and we have just the mill for your requirements. With the Monarch you can secure a large share of the feed grinding business of your territory. In fact, you can practically control this business.

SEND FOR OUR NEW CATALOGUE

and learn all about the scientific grinding of feed. It treats the subject from a new standpoint and also tells why the Monarch has phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable endless belt drives; hammered steel shafting; ball bearings and other improvements not found in competing mills.

Mention amount and kind of power you expect to use for operating a mill

SPROUT, WALDRON & CO.

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Patent Flax Cleaner

Something New—
Results Extraordinary

**No Sieves, Screens or Fans Used.
Enormous Capacity.**

SOLE MANUFACTURERS

The S. Howes Company

"Eureka" Works

SILVER CREEK, N. Y.

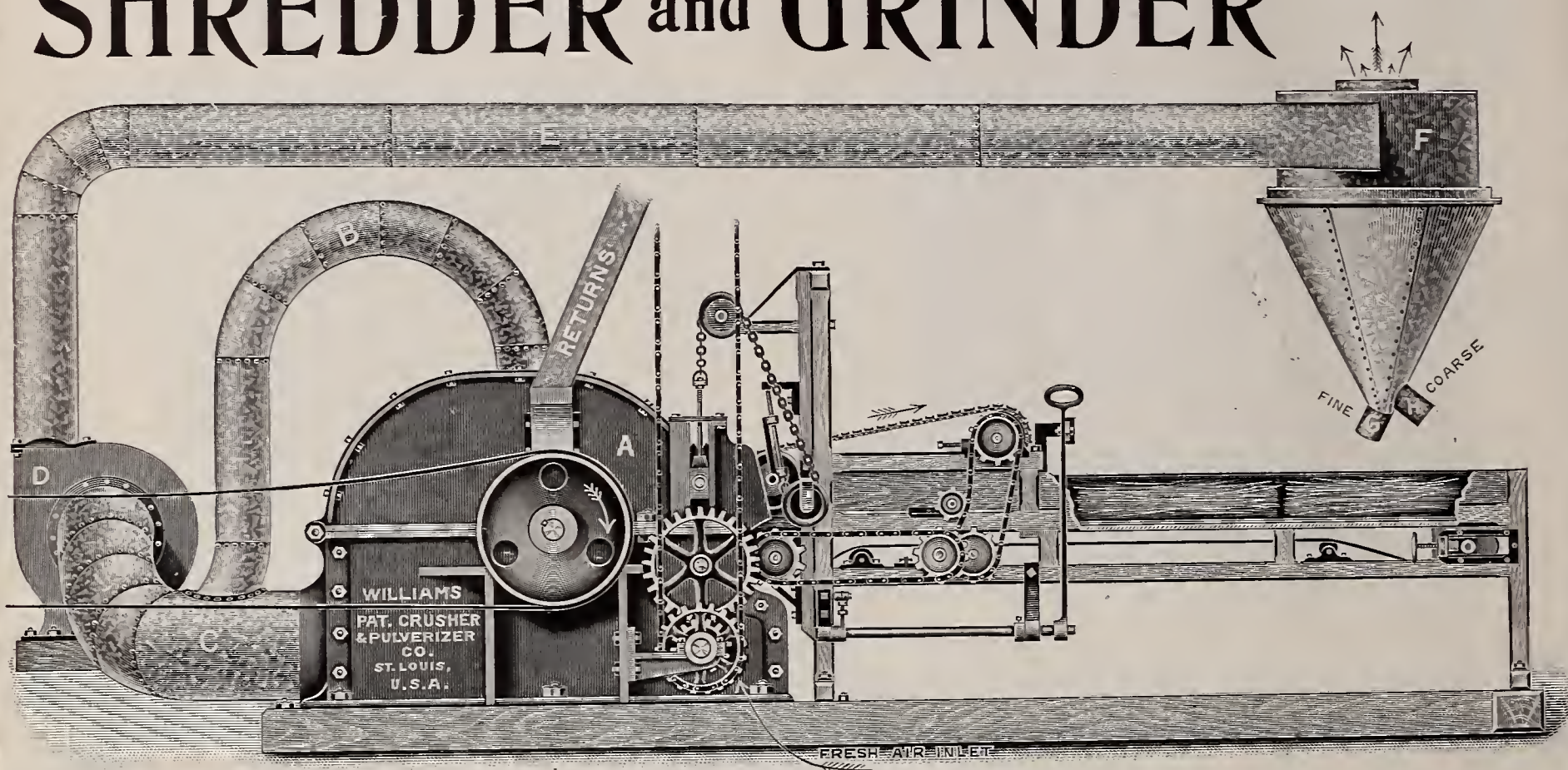
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GEORGE J. NOTH
. 1329-1330 Monadnock Block, Chicago, Ill.



WILLIAMS PATENT COMBINED HAY AND STRAW CUTTER SHREDDER and GRINDER

Made in 6 Sizes



THE ONLY VERSATILE FEED GRINDER EVER PRODUCED

They will reduce EAR CORN with the HUSK on.
 They will reduce ALFALFA HAY from the BALE or from the STACKS.
 They will reduce ALFALFA HAY and EAR CORN together.
 They will reduce ALFALFA HAY and SHELLED CORN together
 They will reduce ALFALFA HAY and OATS together.
 They will reduce ALFALFA HAY and FODDER OF ALL KINDS, with the CORN on.
 They will reduce ALFALFA HAY and PEA VINES.
 They will reduce EAR CORN ALONE or SHELLED CORN ALONE.
 They will reduce OATS ALONE.
 They will reduce ALFALFA HAY and two other kinds of CEREALS at the same time, as each machine has three separate feeding places.

They will reduce ANY FORAGE material or CEREAL, together or separately.
 They will reduce GREEN CORN from the field.
 They will reduce CLOVER HAY, TIMOTHY or ANY KIND OF STRAW.
 They are CUTTERS when desired, GRINDERS when desired and SHREDDERS when desired.
 They are COB CRUSHERS when desired.
 They will reduce COARSE OR FINE by changing cages.
 They will reduce OAT HULLS, RICE HULLS, FLAX SHIVES or any other FOOD MATERIAL.
 They produce two grades of goods AT THE SAME TIME, coarse and fine, BY OUR COMBINED SYSTEM OF COLLECTING AND SEPARATING.
 They WILL GIVE DOUBLE THE CAPACITY FOR THE POWER EXPENDED AND COST FOR REPAIRS OF ANY KNOWN GRINDER ON EARTH.

We have a corps of competent milling engineers in the field making estimates and taking contracts for the installation of complete alfalfa meal plants, from the stump up.

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 Write for BULLETIN NO. 7

Oklahoma Representative: Chas. A. Tappan, 217 W. Reno St., P. B. 1268C, Oklahoma City, Okla.
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Write for Catalog of the Noxon
 Automatic Hay, Meal and All Around Feeder.

THE WILLIAMS PATENT CRUSHER & PULVERIZER COMPANY
 ST. LOUIS, MO., U. S. A.

A \$1,000 FORFEIT

Who Decides Which is the Standard Seed Cleaner?

Who Decides Who are the Successful Seed Firms and Dealers?

WE do not proclaim YOU a failure if you do not use our Seed Cleaners. But we do claim and guarantee our machines to equal the screen work and air separations of any other machine and in some cases to excel ALL other makes, and that they are the most economical seed cleaners to use and will save you money, both in superior work and cost of maintenance.

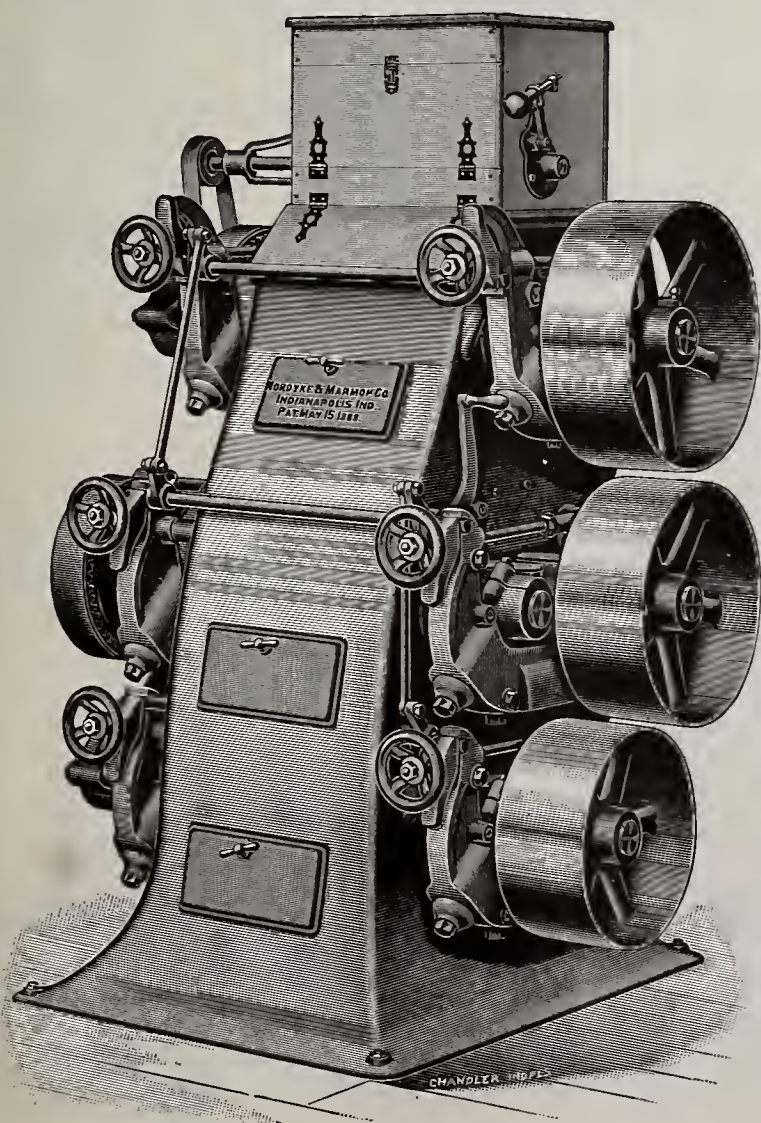
If there are ten firms out of the first one hundred in the United States and Canada not using our machines, we will forfeit \$500, and we will forfeit \$500 more if 90% of all the field and garden seed firms and seed dealers are not using The "CLIPPER" Seed Cleaners as against all other makes.

We made and sold more Seed Cleaners in 1908 than any one firm has made or sold in the past ten years—to the smallest as well as the largest seed firms of America and many foreign countries.

A. T. FERRELL & CO., Saginaw, Mich.

Manufacturers of

The "CLIPPER" GRAIN, SEED and BEAN CLEANERS



The N. & M. Co.

THREE-PAIR-HIGH SIX-ROLLER MILL

The most substantial, most economical in cost of maintenance. Has great capacity and requires comparatively small power. The only Six-Roller Mill with drive belts properly arranged to place the belt strain on bottom of bearings, where it belongs. It is not the cheapest mill in first cost, but it is by long odds the cheapest in the long run. It is without question the best roller feed mill on the market. Feed grinding pays best when you have a mill which will do perfectly any kind of grinding required and stand up under hard work without breakages and delays.

Send for Catalogue

ELEVATOR SUPPLIES

We carry a complete stock of Heads and Boots, Elevator Buckets and other Elevator Supplies. All orders are given the very best of attention.

Nordyke & Marmon Company

America's Leading Flour Mill Builders

Established 1851

INDIANAPOLIS, IND.

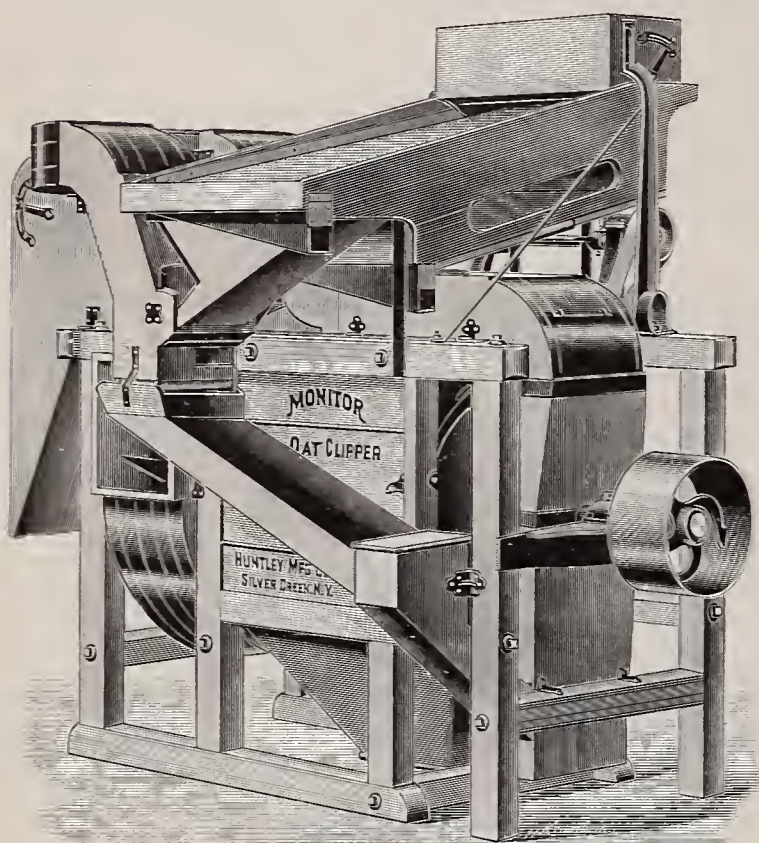


WELL KNOWN THE WORLD OVER

MONITOR GRAIN AND SEED CLEANERS



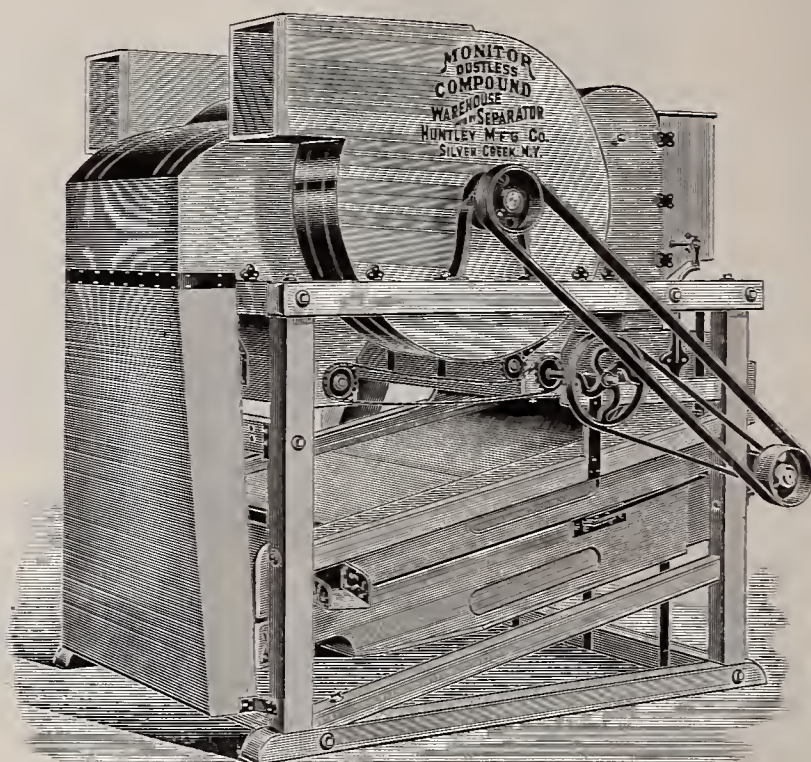
We are the world's largest manufacturers of grain and seed cleaning and grading machinery



The Monitor Combined Clipper and Cleaner

Used as an oat clipper, this machine gives perfect results on any class of work. For use as a receiving cleaner, the "by-pass spout" is attached, giving two screen and two separate air separations.

As a combined clipper and cleaner this machine has no equal.



The Monitor Counterbalanced Elevator Separator

This machine is equipped with our new improved style of deep reservoir ring oiling bearings, patented automatic disc-oiling eccentrics, air equalizing device and automatic sieve cleaning attachment. Undoubtedly the most successful cleaner on the market.

The Monitor Line

of grain and seed cleaning and grading machinery, designed for elevator service, constitutes the most extensive assortment of entirely successful machinery of this character manufactured in the United States.



HUNTLEY MFG. CO.

Silver Creek, N. Y.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY
(INCORPORATED).

Vol. XXVII.

CHICAGO, ILLINOIS, JANUARY 15, 1909.

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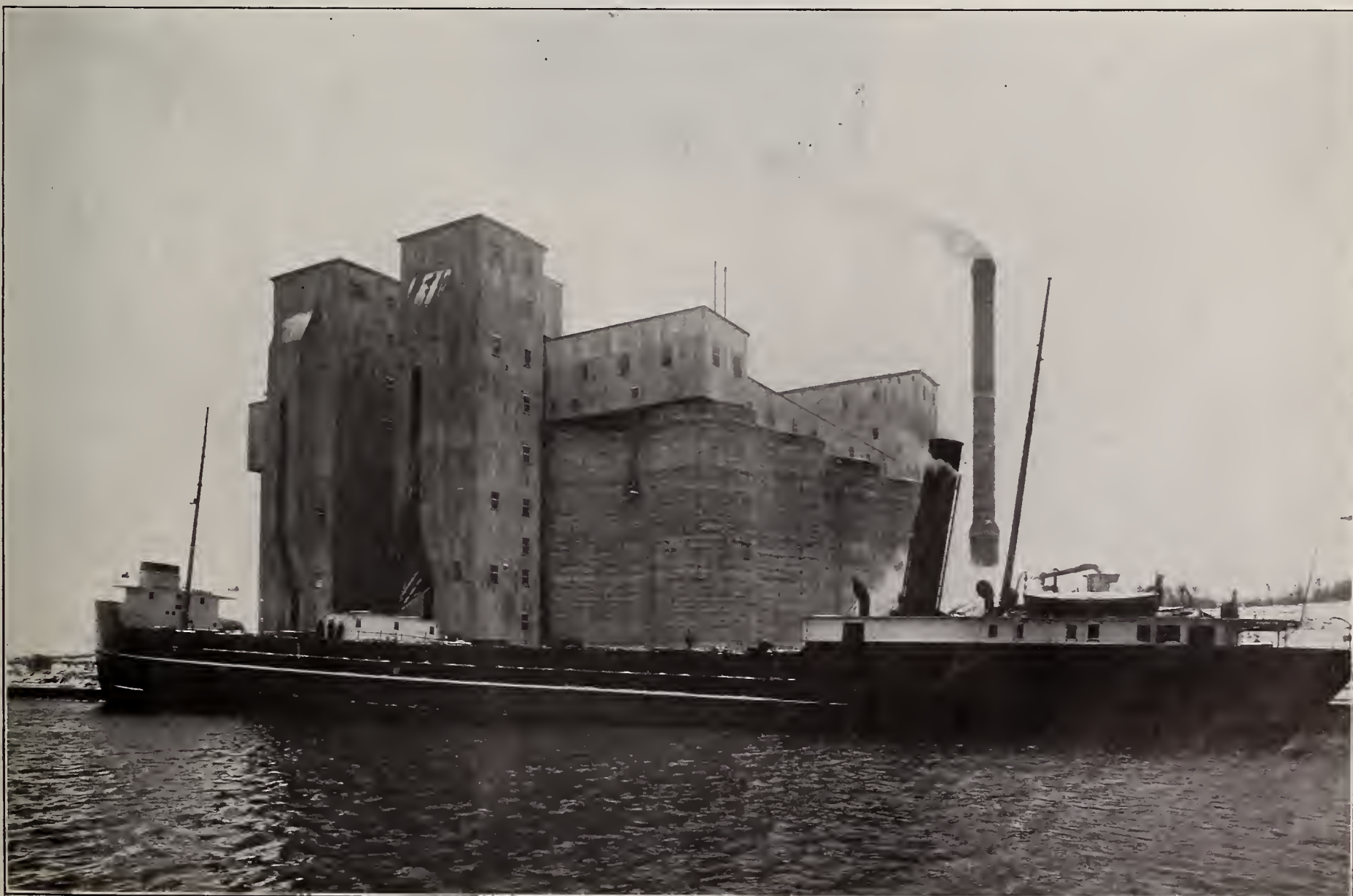
[For the "American Elevator and Grain Trade."]
NEW CANADIAN ELEVATOR.

Mention has hitherto been made in these columns of the new marine elevator of the Grand Trunk Pacific Railway, erected at Tiffin, Ont., near Midland, a new port on Georgian Bay, created by this company. It is the latest addition to the growing list of large terminal elevators on the Canadian shore of the Great Lakes, and

has the most rapid grain handling capacity of any of the several notable elevators on Georgian Bay. The elevator consists of four interworking parts, to wit, the marine towers for the unloading of lake vessels; the storage house for storage of 2,000,000 bushels of grain; the working house for loading grain into railroad cars; and the power plant for the supply of electric power to the various portions of the equipment. The plant is fireproof through-

out, being built of reinforced concrete to the tops of the bins and of structural steel above that point.

Its two marine towers are of the traveling type, familiar to those who are acquainted with Buffalo elevators. The use of traveling towers was decided on after a careful canvass of the conditions and securing expert opinions from a large number of leading operators of marine elevators. The important arguments placed before the de-



THE NEW MARINE ELEVATOR OF THE GRAND TRUNK RAILWAY COMPANY AT TIFFIN, ONTARIO.
John S. Metcalf Company, Engineers and Builders.

signers by the practical men who were operating plants for unloading vessels were that while stationary towers, placed at multiples of 12 feet apart, would be able to unload the greater proportion of the modern freight vessels, yet there would be some in which but one tower could be used at a time if of stationary type; while two traveling towers could be used simultaneously in any vessel, no matter what the hatch spacing; moreover, with movable towers, there would be no delay because one leg should be idle while another should be finishing up its work in some other hatch; but since the tower and not the vessel would be shifted, the towers would operate independently of each other and the minimum amount of time would be lost.

Each marine leg is 96 feet long from the center of head pulley to center of boot pulley, and has an elevating capacity of 20,000 bushels per hour on the dip. It discharges to a 400-bushel scale hopper, which, after the grain is weighed, discharges to a loftier leg, which elevates the grain to the spouting and belt conveyors, which in turn distribute it to the storage bins. A unique system of spouting enables the grain to be diverted from one bin or belt to another without stopping the leg. The marine towers are built of structural steel and have concrete floors and roofs.

The storage bins are 63 in number, 32 of them being cylindrical in shape, with 33 feet inside diameter, and the remainder being the interspace bins. The bin walls are built of reinforced concrete. The total capacity of the storage house is 2,000,000 bushels, and the plant is so arranged that future extensions can be made to raise the total to a maximum capacity of 10,000,000 bushels. The extension plans also contemplate the addition of a third marine tower.

The shipping elevator is a structure with rectangular, reinforced concrete bins and steel cupola. It has small storage capacity (150,000 bushels), as it is intended principally for the loading of railway cars. For this purpose four shipping legs, four 2,000-bushel scale hoppers on 120,000-pound scales, and eight car-loading spout are provided. The shipping house will be able to load from 250 to 300 cars in a ten-hour day.

The machinery of all parts of the elevator is driven by electric motors, the current for which is supplied by two Westinghouse-Parsons Turbo-generators, one of 500 kilowatts' and the other of 300 kilowatts' capacity. Steam is furnished by four 250-horsepower Manning Vertical Tubular Boilers, operating at 160 pounds pressure. The smokestack is of reinforced concrete. A complete system of electric lights, telephones and electric signal bells is installed in all of the buildings.

The first steamer to unload at the new elevator was the Canadian steamer "Collingwood," which discharged 220,000 bushels early in November. Only one of the marine legs was in operation at that time, but both legs are now ready.

No expense has been spared in making the elevator absolutely fireproof, the construction including the use of wire glass windows and placing the electric wiring in conduits; even a hydrant system for extinguishing possible fires outside of the elevator in the way of burning freight cars or burning vessels in the slip has been provided.

A concrete wharf 730 feet long and carried down to sufficient depth to provide for 25 feet of water at some future time was constructed along the water front of the elevator and of that part of the site intended for the future extensions. A splendid channel with 21 feet of water has been dredged by the Dominion government from the deeper portion of Midland harbor to the new elevator, so that the plant is able to efficiently handle lake vessels of the largest sizes that have been built or that will be constructed under any future conditions which can now be foreseen.

An idea of the magnitude of the work may be

gained from the fact that about 40,000 barrels of cement were used in the construction, and that the builders installed at a gravel pit, 60 miles away, a complete crushing, screening and washing plant for supplying material for the concrete work. Almost two miles of rubber belting were used in the conveyors and the elevator legs.

The operating company is a subsidiary company of the Grand Trunk Pacific Railway, and the house will be operated along the lines of the Grand Trunk policy in the operation of their elevators at Depot Harbor, Ont., Montreal, Que., and Portland, Me.

Frank W. Morse, vice-president and general manager of the Grand Trunk Pacific Railway, who had charge of the construction, placed the contract for the designing and construction of the entire plant with John S. Metcalf Co., elevator engineers of Chicago and Midland, Ont. The expenditure was in the neighborhood of \$1,000,000.

JOHN A. BUNNELL.

At the annual election on the Chicago Board of Trade January 4 John A. Bunnell, of the firm



JOHN A. BUNNELL.

of Hatley Bros. & Co., was unanimously chosen president of the Board for the coming year. Mr. Bunnell, who served as vice-president last year, was regarded as the logical candidate for the presidency and his choice places a popular and capable man at the head of the Board's affairs for 1909.

Mr. Bunnell has been a member of the Board of Trade since 1890. He was born in Brantford, Ont., in 1864, and came to Chicago in 1882. He has filled a number of offices creditably, having served on the directory three years, on the arbitration committee two years and as vice-president two years. He is a member of the board of managers of the Hyde Park Y. M. C. A. and is president of the Church Club.

"It is reported that fully 2,000,000 bushels have been moved down the lakes to Buffalo, Cleveland and other distributing centers from Fort William," says the Montreal Trade Bulletin. "The quality of Canadian oats is unusually fine and they are preferred by American consumers, notwithstanding the big premiums they have to pay over their native cereal. Most of these Canadian oats are being stored at Buffalo and Cleveland. They are so well liked in the United States that buyers can pay the duty and make good profits, while Manitoba farmers receive satisfactory returns. As the latter have a large crop there will probably be a big export trade in Manitoba oats for the American market."

[For the "American Elevator and Grain Trade."] MERCHANTS' EXCHANGE, ST. LOUIS, TRAFFIC BUREAU AND DEPARTMENT OF WEIGHTS.

BY L. C. BREED.

Edward Devoy, the retiring president of the Merchants' Exchange, St. Louis, acting for the board of directors, reports the outlook for the year 1909 as encouraging, notwithstanding that St. Louis, in common with other centers, suffered some shrinkage in its grain business last year. It still holds the third place among the primary grain markets of the country. The finances of the Exchange are in a favorable condition and its building and trading hall are in excellent order and repair.

Marshall Hall, chairman of the Traffic Bureau of the Exchange, reports that the past year was a trying one in transportation matters. Rate making, for the time being, seemed to have been taken out of the hands of the traffic officials. A concerted movement for a general rate advance was directed by the financial interests in charge of railroad properties, and in consequence great difficulty was experienced in securing adjustments requested.

As the interstate commerce laws have been rigidly interpreted, carriers have been slow to make changes, and it has required great exercise of patience and persistence to accomplish desired ends. In spite of this, considerable progress was made, and in about fifty instances tariffs have been issued giving more favorable rate adjustments to St. Louis.

About fifteen thousand tariffs, supplements and circulars are received in the course of the year, which are carefully checked and filed. It is believed the tariff files of the Bureau are the most complete of any similar organization and equal to any of the local railroad offices. During the year 1908, one hundred and seventy circulars and bulletins were issued to the members.

M. W. Cochrane, chairman of the Department of Weights, states that perhaps the most important advance the Department made during the past year was the extension of the car inspection and watchman service. When the Department was organized its work was limited to securing a check on the weights. A little later records were kept of the seals and condition of cars on arrival at the point of unloading. Then the practice of sending a man to the hold-tracks to examine cars occasionally was begun. The frequency of these trips was increased until a man was detailed to visit the principal inbound yards daily. By this means it was found that many cars arrived in a leaky condition, but were repaired before reaching their final destination. The increased demand and the value of these records caused the Department to extend its work and, accordingly, beginning with June 1, car inspectors were detailed to accompany the grain inspectors in their daily trips. These men not only secure the original seals, but when the cars are resealed by the grain inspector, they take a record of the seal applied.

As soon as a car is found in bad order on the hold-track, the fact is telephoned to the Exchange and posted on the floor. The benefits of this car inspection and watchman service are not confined to inbound grain. Bad order cars are found, which were originally loaded out in good condition, but owing to bad handling are in bad order before getting away from the switching limits.

The private watchman service at team tracks is still maintained. In addition to their police duties, they examine cars on arrival for seals and condition; see that cars are properly cleaned out, and prevent teamsters from wasting grain in loading. When cars are not finished by night, they are closed and sealed.

When evidence of theft is discovered, a written report is submitted. The consignee, railroad in-

terested and police department are then promptly notified.

The scales at points where weighing is under the jurisdiction of the Department are frequently tested, and the legs, spout and other equipment of elevators are also examined.

During the year the number of cars examined by the Department and found leaking or without proper seal protection was as follows:

Point of Unloading.	Hold-tracks.
Leaky at grain doors.....	3,737
Leaky over grain doors.....	513
Leaky at boxes.....	6,424
Leaky at end windows.....	513
Cars not sealed.....	6,192
End window not sealed.....	2,643
End window open	890
	<hr/>
	20,912
	<hr/>
	7,938

[For the "American Elevator and Grain Trade."]

FRANK I. KING.

BY H. L. SPOHN.

Than Frank I. King, just elected president of the Toledo Produce Exchange, there is no more bashful or reticent man about himself in all this country. To obtain from Frank I. King any information regarding himself is much akin to the proverbial "pulling of hen's teeth."

For years, however, Mr. King has been one of the dearest and closest of the many friends claimed by Theodore F. MacManus, one of Toledo's most prominent citizens and a writer and advertising genius of more than passing note. After long years of closest confidence Mr. MacManus has managed to find out all about Frank I. King, and the following interesting and splendidly written sketch by Mr. MacManus tells better of Frank I. King than anything that has ever been written:

"Frank I. King's success, summed up, may safely be ascribed to that essential element which some plain-spoken Western philosopher has expressively, if not elegantly, described as "the git thar" stroke. Contributory causes, of course, are numerous, and can be considered in a more leisurely and dignified manner; but for the purpose of brief and comprehensive synopsis nothing more apt suggests itself than the homely phrase referred to. In the catalogue of Mr. King's characteristics, the "git thar" quality constantly occurs. It is first asserted in the record of his sturdy and self-reliant boyhood. With a capacity for enjoyment no less keen than that of the average twelve-year-old, the subject of this sketch still found time enough from the playground and school room for at least partial self-support; and the record of his first labors is made more notable by the fact that they were not absolutely necessary, in spite of the early demise of his father, and that many of the staid citizens whom he served came in time to be business associates of their former newsboy.

"Aggressive persistency again characterized him in his later school experience, and continued to assert itself in his subsequent political and business career. High school chronicles picture him as an active spirit in class affairs, but lay special stress upon a highly developed sense of humor, which has not diminished with the years, and which may or may not, according to the reader's point of view, be classed as one of the helpful influences of his after life. He was president of the class from which he graduated in 1887, and president of the Common Council which he invaded a few years later. The latter distinction was conferred upon him unanimously for three consecutive terms—once, after a good-natured political contest (with the accompanying excitement of all-night sessions, etc.), which has gone down in municipal history and is still fresh in the memory of old (?) campaigners. Partisan opponents Mr. King possessed in plenty, but it is doubtful if even the most rabid of them ever questioned his executive ability or the success of his administration. Here as elsewhere he was prominently a man of action; and that fact was demonstrated in the enactment of a mass of legislation from which the city is still deriving immeasurable benefit.

"But the amenities of political life, attractive enough in themselves, lacked substance and solidity, and Mr. King's restless energy naturally turned to more satisfying efforts. He had joined the office force of his uncle, C. A. King, immediately upon the close of his school life, and six years later, in 1883, had so far advanced that he was admitted to membership in the firm.

"Those who recall the practical and common-sense character of the late C. A. King need hardly be told that Frank I. King was not made a partner on sentimental grounds, but because he was in every way eligible and competent, first to participate in, and later to control, the destinies of the firm. Moreover, the young man had already acquired at least a small share of this world's goods, sufficient, indeed, to suffer with his firm a loss large enough to strengthen his natural tendency toward conservatism. And it may be remarked here that he has been rarely blessed in this spirit of conservatism. Quick to express an opinion, to arrive at a conclusion, or to form a judgment, and prone to follow thought with immediate action, might be deemed by some more



FRANK I. KING.

daring than prudent; but that is far from being the truth. It is simply that he is gifted with the knack of quick decision and has schooled himself therein. His first judgment is generally final, but in that first judgment he has swiftly weighed all the pros and cons and reached a conservative and logical conclusion in less time than it would take one of slower wit to get the subject well under way.

"And this faculty may be emphasized as one of the contributory causes already referred to as responsible for his success. The story of Mr. King's life from the time of his entrance into the firm of C. A. King & Co. is substantially the story of that firm's splendid success; for the best efforts of his life have been devoted to that achievement. On the death of C. A. King in 1894 the control of the business passed into his hands, and the sun of prosperity has shone steadily upon it ever since—as "King's market reports" have said, "through fires, panics, wars and floods" it has come without a blemish. And it has been no ordinary success. Aside from the financial strength of the firm, it enjoys throughout the country to-day a friendly clientage that makes it unique among the grain houses of Toledo. This is due solely to the personal efforts of Mr. King in his widely-read reports. It would be difficult to overestimate the influence of these publications. Written in terse, epigrammatic and forceful style, they fairly bubble over with good humor, good sense and good business logic, and are read religiously and trusted implicitly by hundreds and hundreds of men who look upon "Our Boy Solomon" as an old and valu-

able friend. Certainly these circulars may be chronicled as one of the samples of Mr. King's success. Since his earlier experiences Mr. King has never sought political preferment, but other honors have come to him unsought. He has been one of the five sinking fund trustees of Toledo, president of the Produce Exchange and president of the Chamber of Commerce. His name is included in the directorate of several prominent local institutions, among them the Second National Bank, rated the strongest in Ohio. His home life has been peculiarly pleasant. Married in 1882 to Jennie L. Collins, they have reared a bright and interesting family of four—Mariam, Adelaide, Frederick and Kate Locke King.

"Mr. King's mother, Mrs. Frederick H. King, still lives, and with three sisters shares in the satisfaction of his success. 'Take him for all in all,' Frank Ingersoll King is at once a true type and a direct contradiction of that familiar American institution, 'the self-made man.' Distinctively self-made in all that the term implies, he happily lacks those unlovable qualities which generally mark and mar the native American who has risen to riches and eminence through inherent grit, ability and far-sightedness. 'Self-made' nearly always suggests years of grinding and toil, utterly unrelieved by indulgence in the little comforts and joys of every-day existence; whereas Frank King, while he has unquestionably toiled and fought and made sacrifices, has done so in a whole-souled, generous, light-hearted sort of a way altogether foreign to the self-made man, as he is popularly pictured.

"It would be pleasant to transgress the set bounds of biography and picture the man in a more personal sense, but that perverse 'propriety' which forbids us to speak well of our fellow men until his ears are closed to the sound, checks the pen peremptorily and compels the writer to confine himself to glittering generalities. But custom cannot control kindly thoughts, and Frank I. King will always be rich and blessed in these."

AUTHORITY TO GRANT ELEVATOR SITES.

The attorney of the Railway Commission of South Dakota has handed his clients an opinion on the authority of the Commission to enforce the setting apart of elevator and warehouse sites on railways in that state.

The opinion was given in the case of the Farmers' Elevator Co. at Vermillion, which had asked the Commission to issue an order conferring on the company the right to construct private yards and loading chutes without the Milwaukee Railroad Company's permission on the right-of-way of that company. The opinion was to the effect that where the railway company provides reasonable facilities to shippers the Commission has no right to order private construction privileges.

The Commission was further advised by the attorney that, as to the charging of rental based on a 5 per cent of the value of property for elevator sites, by the Milwaukee and other railroads, the Commission has no power to interfere, except in certain specific, defined cases. But "if elevator and warehouse companies feel that the rate of rent charged to them is excessive and not based on the actual value of the property, then the only recourse left to them is to follow the procedure outlined by the statute of this state and condemn a site on the right-of-way of the railway company.

"When such elevator site has been condemned and compensation paid to the railway company, the elevator company will then have the absolute right to occupy the premises without any charge whatever."

The embargo placed by the state of New Jersey on all grains raised in Pennsylvania on account of the hoof and mouth disease among the cattle has been raised. The strict quarantine against all hay, straw and manure is still enforced.

[For the "American Elevator and Grain Trade."]
**THE NEW PRESIDENT OF THE ST. LOUIS
 MERCHANTS' EXCHANGE.**

BY L. C. BREED.

At a caucus held on December 30 nominations were made for the officers of the Merchants' Exchange for the ensuing year. As there was but one ticket in the field the nominees were elected without opposition on January 6. The new officers are the following gentlemen: President, Edward E. Scharff; first vice-president, Manning W. Cochrane; second vice-president, Nat L. Moffit. Directors: Robt. W. Pommer, John L.



EDWARD E. SCHARFF.
 President St. Louis Merchants' Exchange.

Mersmore, W. A. Miller and H. C. Schultz. The retiring president, Edward Devoy, is, according to custom, included among the board of directors. The arbitration committee and committee on appeals will be selected by the following parties: R. P. Annan, Sr., J. P. Dieckman, John Mulally, F. W. Brockman and D. L. Bushnell.

Mr. Scharff, the new president, has been a member of the Exchange since 1891. He was elected a director four years ago, and after two years in that capacity was chosen second vice-president. Last year he was elected first vice-president. He is the youngest president the Exchange has ever had, having been born in St. Louis only thirty-six years ago. He is the vice-president of the Nicholas Scharff & Sons Grocery Co. and has always taken a conspicuous part in the movements for the betterment of St. Louis. He holds memberships in the Mercantile Club, the Business Men's League and the Columbian Club.

Manning W. Cochrane, who was elected first vice-president, was born at Bushnell, Ill., in 1868. He is the head of the business of the Cochrane Grain Company, which was established at St. Louis in 1903. Thomas Cochrane, father of Manning W., a prominent grain dealer of Lincoln, Neb., is a partner in the St. Louis company.

Mr. Cochrane was graduated at Tabor College, Tabor, Iowa.

With the new year the Merchants' Exchange is to launch sweeping exploitation campaigns for St. Louis. In the address which he made following his unanimous nomination for president, Mr. Scharff stated that the purpose of a body such as the Merchants' Exchange is more than to provide a convenient place for the purchase and sale of commodities. It must be a potent factor in the development of the city's commerce at home and abroad, and the influence of the Exchange with its 1,700 members—the largest commercial organization west of the Mississippi River—should be made as great as possible in every direction. The Exchange is now free from debt and in a position, with a large assured income, to exploit the advantages of St. Louis as a suitable place for manufacturing and merchandising and in which to reside.

**GRAIN DEALERS' DAY AT THE CORN
 EXPOSITION.**

Tuesday, December 15, was assigned as Grain Dealers' Day at the National Corn Exposition at Omaha; and over four hundred grain men were in attendance. Delegations were present from the Chicago, Minneapolis, Milwaukee, St. Louis and Kansas City exchanges, as well as large representations from the smaller cities and towns of the Middle West.

The representatives of the Chicago Board of Trade, the Milwaukee Chamber of Commerce and the Illinois Grain Dealers' Association left Chicago on the "Board of Trade Special" over the Chicago & North-Western on the evening of December 14, arriving in Omaha the next morning at 8:30. They were met on their arrival by members of the Omaha Grain Exchange and conducted on an automobile tour of the city, taking in the points of interest about the city and bringing up at the Grain Exchange. The Chicago Board of Trade delegation was headed by Chairman F. M. Bunch and Second Vice-President James Bradley. President E. M. Wayne and Secretary S. W. Strong were at the head of the representatives of the Illinois Grain Dealers' Association. A large number of members of the Kansas City exchange also arrived during the morning, led by W. C. Goffe, chairman, and First Vice-President F. G. Crowell. Chairman Manning W. Cochrane and President Edward Devoy marshalled the party from the St. Louis Merchants' Exchange, which spent Tuesday in Omaha, Wednesday in Lincoln and Thursday in Kansas City. President Tiedeman of Sioux City, Iowa, and Secretary Geo. A. Wells of Des Moines, Iowa, were the official representatives of the host of members of the Western Grain Dealers' Association, who were present.

At ten o'clock an informal reception for the visiting dealers was held on the floor of the Omaha Grain Exchange, which was decorated with flags and bunting in honor of the visitors. Secretary E. J. McVann of the Exchange made a brief address of welcome, and impromptu replies were delivered by Capt. I. P. Rumsey of Chicago, E. T. Ballard of St. Louis and F. G. Crowell of Kansas City. Lunch was taken at the Commercial Club.

PROGRAM AT THE EXPOSITION.

The grain dealers' session of the National Corn Exposition commenced at 2 p. m., in the Concert Hall of the Exposition Building, at Fifteenth and Howard streets, and was largely attended by the visiting dealers. "Oats" was the subject of the day. President J. A. Tiedeman of the Western Grain Dealers' Association, presided.

In his opening remarks President Tiedeman made an appeal for better oats, dwelling upon the deterioration of the oat crop in the last few years. He recounted the efforts recently made to better oat conditions, by the offering of prizes and

premiums, and in closing admonished the grain men "to talk, agitate and 'Boost for Better Oats.'"

Chairman Tiedeman next introduced President G. W. Wattles of the National Corn Exposition, who made a brief but cordial address, welcoming the visiting dealers to Omaha and to the Corn Exposition.

President Wattles was followed by Prof. M. L. Bowman of the Farm Crops Department of the Iowa State College of Agriculture, who delivered a forceful address entitled "Improving the Oat Crop." Professor Bowman talked most interestingly, demonstrating his points by numerous charts. He took up the discussion in two phases: Improving of seed and seeding methods by the growers and grading and buying by the dealers. The full text of Professor Bowman's address will be found on another page.

The next speaker was Mr. J. C. Murray, manager of the grain department of the Quaker Oats Co. of Chicago, who talked on "The Relative



M. W. COCHRANE,
 First Vice-President St. Louis Merchants' Exchange.

Value of Good and Poor Oats to the Cereal Miller." Mr. Murray confirmed the contentions of Professor Bowman, and emphasized the present poor conditions in the oat-growing industry of the United States as compared with the flourishing oat conditions in Canada.

The chairman then introduced Mr. T. R. Garton, the famous seed expert of Worrington, England, who delivered an address upon the subject "Oat Breeding." Mr. Garton talked on general seed breeding, but paid particular attention to regenerated oats.

The next speaker was Prof. P. G. Holden, who took the platform in response to repeated calls. Professor Holden talked informally, appealing to the farmers to keep up the condition of their crops and emphasizing the necessity for the closer grading of grain by the buyer.

J. L. McCaull of Minneapolis followed with an appeal to the audience to aid the agricultural colleges in their work and praised the schools highly for the results already achieved.

Mr. McCaull was the last speaker on the program, and the rest of the time was given over to an inspection of the exhibits of the Exposition.

GRAIN MEN IN ATTENDANCE.

Among those from Chicago were the following:

Frank M. Bunch, Wm. N. Eckhardt, Adolph Gerstenberg, Ed Andrew, J. C. Murray, S. P. Arnot, Wm. S. Booth, F. R. Partridge, W. H. Lake, W. H. Perrine, Grant Ridgeman, H. H. Newell, F. S. Smith, P. H. Schifflin, M. L. Vehon, R. P. Kettles, P. H. Monks, Wm. Rotsted, Walter Hvale,

L. J. Ennis, E. P. McKenna, R. W. Buckley, A. G. Delaney, D. H. Harris, T. A. Brosnahan, Hart Taylor, George Dennison, L. C. Brosseau, H. H. Mitchell, W. M. Timberlake, D. C. Jackson, Fred Paddleford, John F. Barrett, I. P. Rumsey, Horace Jackson, C. S. Clark, E. L. Merritt, T. E. Cunningham, S. H. Smith, E. W. Elmore, Geo. E. Marcy, James Bradley, John J. Stream, W. H. Noyes, G. H. Ingalls, E. S. Rosenbaum, F. G. Ely, W. E. White, C. H. Thayer, Oscar A. White, Marvin E. Miner and S. A. McWhorter.

Among those who represented the St. Louis Merchants' Exchange were: M. B. Murray, F. P. McClellan, Jas. D. Parrott, C. F. Sparks, T. B. Teasdale, C. L. Wright, F. L. Wallace, F. B. Chamberlain, M. J. Cullen, Edward Devoy, E. M. Flesh, G. L. Graham, M. J. Mullaly, G. H. Morgan, T. L. Martin, F. K. Ballard, H. J. Berry, D. C. Byrne, C. F. Beardsley, H. Greve, M. W. Cochrane, B. P.

erts, Lincoln; E. G. Rose, Ashland; M. J. Stoetzel, Roseland; Anton Walla, Linwood; P. R. Young, Plattsmouth; P. D. Corell, Plainview; L. S. Chittenden, Tecumseh; J. E. Epler, Brock; R. G. Ferguson, Wyoming; R. B. Schneider, Fremont; N. Jacquot and N. Jacquot, Jr., Merna; C. Hennis, Adams; C. J. Jean, Plattsmouth; H. H. Mann, Holdrege; James Johnston, Axtell; H. O. Barber, Lincoln; J. M. Sewell, Hastings; J. W. Hutchinson, Central City; C. J. Miles, Hastings; W. L. Hart, Allen; J. V. Johnson, Ord; C. G. Crittenden, Lincoln; C. O. Major, Watertown; J. H. Rogge, Elmwood; W. F. Dawson, Linwood; S. A. Austin, Wilsonville; A. W. Anderson, Norman.

From Iowa there were present: President J. A. Tiedeman, of the Western Grain Dealers' Association, Sioux City; Secretary Geo. A. Wells of the Western Grain Dealers' Association, Des Moines; B. Bunker, Remsen; G. A. Stebbins, Red Oak;

Salisbury, Mo.; J. M. Lane, Sedalia, Mo.; J. H. Bray, Memphis, Tenn.; V. E. Butler, Heron Lake, Minn.; H. L. Bodman, New York City; D. F. Cowiciez, Toledo, Ohio.

NOTES OF GRAIN DEALERS' DAY.

One of the side attractions at the Exposition was the free moving picture show. Scenes of every variety were shown, ranging from Nebraska farms to the London Ghetto.

One of the most interesting exhibits at the Exposition was the Nebraska alfalfa exhibit. Under an arch constructed of bales of alfalfa a small summer house was built of the same grass. and within it stood the "Alfalfa Queen," with a rustic admirer in the background. The whole



VISITING GRAIN DEALERS ON THE FLOOR OF THE OMAHA GRAIN EXCHANGE ON DECEMBER 15, 1908.

Cornell, George C. Martin, R. W. Palmer and R. L. Canole.

Among the Kansas City delegation were: G. A. Aylsworth, E. D. Bigelow, L. V. Beatty, J. H. Butler, L. A. Fuller, D. L. Croysdale, B. C. Christopher, Jr., C. F. Neal, O. A. Severance, W. M. Shaftstall, J. R. Tomlin, P. J. Tapp, A. D. Wright, C. E. Watkins, F. G. Crowell, A. L. Ernst, J. G. Goodwin, W. C. Goffe, G. H. Hamilton, Henry Lichtig, C. W. Lonsdale, G. A. Moore, C. P. Moss, Allen Logan, U. J. Mesendreck, J. J. Fitzgerald, M. Watson, W. Nelson, B. C. Moore, J. A. McLoney, C. R. McCotter, C. B. Sinex and H. W. Donan.

Milwaukee was represented by: J. H. Barrett, M. G. Rankin, A. K. Taylor, P. P. Donahue, J. A. Mander, J. A. Stratton, C. W. Schneider and W. M. Bell.

Among those from Minneapolis were: W. P. Devereaux, C. M. Boynton, J. L. McCaull, J. G. McHugh, H. M. Pearce, E. S. Woodworth, A. G. Moritz, A. F. Brenner and C. E. Giles.

The Nebraska grain dealers in attendance included: H. P. Nielson, Lexington; E. L. Plye, Hastings; T. B. Purcell, North Bend; A. R. Rob-

C. Sherret, Wiota; E. Bailey, Burnell; S. J. Clausen, Clear Lake; J. D. McKee, Blanchard; Joseph H. Nash and S. S. Hadley, Cedar Rapids; D. L. Patton, State Center; H. C. Stewart, Chariton; C. M. West, Shenandoah; J. N. Tamisiea, Missouri Valley; F. J. Sullivan, Hamburg; M. E. De Wolf, Spencer; John Gray, Onawa; J. R. Whitney, Carroll; T. W. Hutchinson, Anderson; H. P. Johnson, Carson; H. J. Hutten, Sioux City; J. G. Nagel, Corneliuss Nagel and B. W. Nagel of Sidney; B. A. Lockwood, W. Bland, E. L. Bowen, W. E. Ward, C. H. Casebeer and M. McFarlin of Des Moines.

Among those representing Illinois were: President E. M. Wayne, of the Illinois Grain Dealers' Association, Delavan; Secretary S. W. Strong of the Illinois Grain Dealers' Association, Pontiac; R. Watson, Alton; R. F. Cummings, Clifton; G. D. Montelius, Piper City, and H. N. Knight, Monticello.

Among the others present were: Secretary John F. Courcier, of the National Grain Dealers' Association, Toledo, Ohio; R. W. Hale, Nashville, Tenn.; O. Denton, Leavenworth, Kan.; Dominguez Zeferino, Mexico; M. G. Heald, Centralia, Kan.; George J. Jones, New York City; T. J. McNabb.

was very neatly and artistically arranged and elicited much praise from the visitors.

In one part of the Exposition Hall the United States Department of Agriculture operated a miniature denatured alcohol still. The still, which was in charge of Chemist H. W. Berger of the Agricultural Department, was a precise reproduction in miniature of the \$10,000 still which the Department operates at Washington.

President Wayne of the Illinois Grain Dealers' Association told a story on the special en route to Omaha, which is well worth repeating. A certain farmer acquaintance of his dropped in one day and informed him that he would not be selling his crop of corn that season. Being asked for the reason therefor, the grower replied that he had hedged it. Being pressed for particulars as how he had executed that move, the farmer naively informed Mr. Wayne that he had put the corn in his cribs, where it still reposed, and pro-

tected it by buying ten thousand bushels on the Board of Trade.

As student judges of cereals, the class from Ames College (Iowa) outstripped all the others, winning the grand sweepstakes. A class of five young men, Messrs. Schmaidt, Wood, Hendricks, Quaife and Murphy, trained by Professor Bowman, won prizes aggregating about \$3,000—the \$1,500 Mexican trophy, the Western Grain Dealers' Association trophy and the students' judging contest Kansas students came second and Missouri third.

Miss Jessie M. Barnhill, the only woman grain buyer in the United States, was a visitor in Omaha. She mingled with the grain men on the floor of the local exchange, to hundreds of whom she is known personally as the enterprising and successful representative of a Kansas City company. For five years Miss Barnhill has been traveling through Nebraska, selling grain and buying it in carload lots. She is known to nearly every traveling man in the state and has made a big success of her business undertaking.—Omaha News.

Badges were very much in evidence. The St. Louis, Chicago, Milwaukee and Kansas City exchange members all wore distinguishing badges of different colors, to say nothing of the members of the Illinois Grain Dealers' Association, with their dark blue ribbons and the sky blue badges of the Western Grain Dealers' Association. One dealer proudly sported a miniature ear of corn from the Exposition, a key to the city of Omaha, badges of the Illinois and Western Grain Dealers' Associations and a button of the National Horticultural Show at Council Bluffs.

COMPLAIN OF REBATING.

The old friction between the Philadelphia Commercial Exchange and the Keystone Elevator and Warehouse Co. of that city has been revived, and it is said by the daily press that either a complaint to the Interstate Commerce Commission of alleged discrimination by the Pennsylvania Railroad through the Keystone Elevator and Warehouse Co., or an action in the United States Court under the Hepburn act will be the next step taken by the special committee of the Commercial Exchange, which was appointed in November to examine into the relations of the Elevator Company in question and the Pennsylvania Railroad.

The committee, which consists of S. F. Scattergood, chairman; E. H. Price and W. S. Woodward, complains to the Pennsylvania company that "one firm is doing practically all of the grain business in this city through the Keystone Elevator and that the remainder of the trade were anxious to know how this could possibly be and whether or not a preferential arrangement gave this particular firm such an advantage that they were in a position to have the entire trade under their thumb."

The committee further desires to know why the Pennsylvania Railroad, after building a large modern elevator and warehouse at a cost of \$500,000, rents it to the Keystone Company for the small rental of \$6,000 a year.

The committee also desires to know whether the "elevation allowance" of 35 cents a ton paid to the Keystone Elevator Co. benefits L. F. Miller & Sons, who are said to handle most of the grain business at the warehouse? That the Miller firm benefits is denied by Walter F. Hagar, president of the Keystone company, who said:

"The Railroad pays the Keystone Company the terminal allowance. This does not go to the firm of L. F. Miller & Sons. Two or three of the Miller family are, it is true, stockholders in the Keystone Company, but there are other stockholders. There is not, so far as my knowledge goes, any stock of the company held by Pennsylvania Railroad officials. The committee has written to the railroad on the subject, but not to me."

E. L. Betton of the Kansas Grain Inspection

Bureau has been located at Anthony at the request of the grain interests of southwest Kansas. He took up his duties on December 7, with headquarters at the Kramer Mill. He will inspect, grade and weigh wheat and his certification goes on any markets.

N. M. YOUNG.

As successor to the late John Miller in the presidency of the John Miller Company of Duluth and Minneapolis, N. M. Young of Casselton, N. D., becomes the directing genius of one of the oldest and most widely known grain companies in the Northwest. Yet Mr. Young's business education has not been in grain as much as in finance, in which direction he has been strikingly successful.

Born in eastern Ontario and educated in the common schools of the province, finishing at the



N. M. YOUNG.

Collegiate Institute at Clinton, in 1881 he came to the United States and settled in North Dakota. He engaged first in the newspaper business, from which, like many more ambitious young men, he drifted naturally into the law, which he read in the office of S. B. Bartlett at Casselton. Subsequently to his admission to the bar of the state, he was associated in the practice of the law with R. M. Pollock of the same firm.

In 1894 he became connected with The Cass County State Bank of Casselton, taking the position of cashier. Nine years later, in 1903, the Cass County State Bank, which had at that date accumulated a surplus equal to twice its capital, was succeeded by the Cass County National Bank, with Mr. Young as its president. The success of the latter institution is evidenced by the fact that its surplus is now equal to its capital stock.

Mr. Young will retain his interests in the Cass County National Bank and continue as its president, although having recently been elected to the position of president of the John Miller Company, with offices at Duluth and Minneapolis, he took up his duties in that institution on January 1, at the general office of the company at Duluth.

A new feature of the corn contest at the meeting of the Iowa Corn Growers' Association which is to be held at Ames during the short course this winter is the germination test. This test will be applied to all the principal classes of corn entered in competition for prizes, and will insure the exhibition of nothing but strong, live seed. Another innovation is the adoption of the plan of officially scoring all corn entered. This official score will be attached to the entry tag, and will be a great benefit both to the exhibitors and spectators in comparing various samples.

THE MATTER OF INTEREST ON DRAFTS.

There having been a very great deal of complaint from country grain shippers throughout the state of Illinois against the practice of the Chicago Board of Trade in collecting interest on drafts drawn on sales made "shipper's track," and against the practice of some members of the Board of collecting interest on drafts drawn on consigned shipments after the grain had been unloaded, committees were appointed by the Illinois Grain Dealers' Association to investigate the matters; and on the 4th of November met with a committee from the Chicago Board of Trade. Below is given the reply received by Secretary Strong, on December 17, from Secretary Stone of the Chicago Board of Trade.

"The reader will notice," writes Secretary Strong, "that the committee state that the practice of collecting interest, after the grain had been unloaded, 'is not within the spirit or intention of the rules, and should be discontinued.' So that in the future dealers should look at the date of the certificates of weight to determine if there is an overcharge of interest. This is the point for which the Illinois Grain Dealers' Association has contended for the past year.

"The matter of charging interest on sales made 'shipper's track' may be made the subject of further investigation; but, if interest charges cease at the date of unloading, the charges will be reduced to such a small item in each case that there will be little cause for complaint. The country dealers complained more of the injustice of collecting interest after the grain had arrived in Chicago, been inspected and unloaded, than as to what it cost them."

The Chicago Board of Trade's committee report is as follows:

To the Board of Directors of the Board of Trade of the City of Chicago: Gentlemen—Your special committee, appointed to confer with the committees from the Illinois and Indiana Grain Dealers' Associations and take into consideration the "practice of charging interest on drafts drawn against grain sold f. o. b. shippers' track," respectfully report that in treating of this proposition Secretary Strong, of the Illinois Grain Dealers' Association, presented a report compiled from statements received from many country grain dealers in response to requests made by the secretary. In a summary of this report it shows that on 264 cars of grain shipped to Chicago on consignment the average time on which interest was charged was ten days; average interest charge per car, \$1.04, and the greatest time on which interest was charged twenty-six days. The report on 183 cars of grain sold on track country stations shows the average time of interest charged eight days; average interest charge per car, \$1.11, and the greatest time on which interest was charged twenty-nine days.

Mr. Strong in his argument stated that it was the general opinion of the country grain dealers that where grain was sold f. o. b. track country stations, the ownership of such grain followed the bills of lading, and when drafts are paid with bill of lading attached the grain immediately becomes the property of the purchaser and the country seller is not responsible for interest charge. [He stated also]

That other markets to which the Illinois grain dealers are tributary, with the exception of St. Louis, do not charge interest and that the tendency of country dealers is to seek such markets as make no charge for interest on advances in the way of drafts with bills of lading attached. [He stated]

Further, that it is impossible to shoulder this responsibility upon the farmer, or the original seller of the grain, and also that, if Chicago continues in effect this seemingly arbitrary charge, other markets will also adopt the habit, stating that it is the custom of outside markets to follow the lead of Chicago, and, if possible, they desire to head off any such action on the part of these outside markets.

E. M. Wayne, president of the Illinois Grain Dealers' Association, who was present at the conference, stated that the country dealers were not directly opposing the interest charge on consigned grain, but it is the general opinion of country dealers that interest should cease on such shipments at time of inspection of the grain at Chicago.

In Secretary Strong's report it was shown that

in a great many instances interest had been charged for several days after cars had been unloaded and weighed, or, to be more explicit, account sales were not rendered for several days after weight certificates were issued, and interest computed basis of time elapsing between date of payment of draft and the date of rendering account of sales.

Fully appreciating the efforts of the committees from the Grain Dealers' Associations, and giving full consideration thereto, your committee, after consulting a number of buyers located at Chicago, find that it is the general opinion that where bids are submitted to country grain dealers on track at their stations the intention is solely to place the value on track at Chicago, deducting the freight from originating point of shipment, in order to simplify matters for the benefit of the country dealer, and such transactions are almost universally based on Chicago weights or Chicago inspection, or both of these terms.

While the title to property may pass when grain is unloaded, or when buyer comes in possession of bill of lading, in giving due deliberation to terms of contract we are of the opinion that the amount advanced is a loan negotiated by the country shipper from the buyer, such loss being collateralized by a bill of lading and should carry the current rate of interest.

Therefore, we cannot at this time recommend any change in the present rule. However, it is the opinion of your committee that the practice of charging interest after the date of unloading of grain, as indicated by the certificate of weight, is not within the spirit or intention of the rules and should be discontinued.

Respectfully submitted,

F. M. BUNCH, Chairman,
JAMES BRADLEY,
EDWARD ANDREW,

Chicago, Nov. 20, 1908. Committee.

INSPECTION LABORATORY AT SUPERIOR.

The Wisconsin Grain and Warehouse Commission will establish in that city a laboratory for the analysis of grain, which will be placed under the supervision of Prof. E. F. Ladd, pure food commissioner of North Dakota. The laboratory will be operated in connection with the grain inspection department controlled by the Commission. The reason for the appointment of Professor Ladd is obvious, North Dakota farmers being large shippers to the Duluth-Superior terminal.

ERIE CANAL SEASON.

Official statistics for the Erie Canal season of 1908 show the smallest tonnage moved in many years. While a portion of the decrease may be attributed to natural causes, it was said at the Department of Public Works that a very large portion is undoubtedly due to the complications which were the outgrowth of the rate war between what is known as the "union" and "non-union" boatmen, two rival interests.

The season's total tonnage on all canals was 3,051,877 tons, as against 3,407,914 last year. Of this the Erie Canal carried 2,177,443 tons; Champlain, 614,672; Oswego, 92,831; Cayuga and Seneca, 81,029; Black River, 85,182. Among the products carried were 183,667 tons of wheat, as against 251,776 tons in 1907; 48,009 tons of barley, as against 92,102 tons last year; 2,285 tons of hemp, as against 10,077 tons last year. The total value of the shipments was \$54,511,509, as against \$63,903,970 in 1907.

According to the information given out by the Department of Public Works the organization known as the "Erie Boatmen's Union" before the opening of the season established a rate of 5 cents per bushel on wheat between Buffalo and New York, and a corresponding rate on other grain and all other commodities, and refused to make any concessions, with the result that a large number of "union" boats were idle during a greater portion of the season at Buffalo. Some of the boatmen who originally were instrumental in organizing the Union broke away from the organization and by cutting prices did considerable business. The so-called "non-union" boats made six round trips between Buffalo and New

York, whereas the union boats, in most cases, were able to make only three round trips.

Leading boatmen, agents and forwarders of New York and Buffalo have declared that but for the troubles between the boatmen the season would have been one of the most prosperous that boatmen have known for many years, and that the tonnage would have been higher than any recent year. It has been estimated by them that at least a million tons of freight were diverted from the canals to the railroads as a result of this internal trouble.

C. G. WILLIAMS.

There are all kinds of men in this world, but none is so much needed by the world as those who devote their talents and their lives to the work of instructing their fellow men in the art and science of increasing the productive capacity of the earth. We have not yet actually reached



C. G. WILLIAMS.

the struggle for food that the author of the Malthusian theory saw in his mind's eye, although sometimes one may think that struggle has begun; but we are quite sure that were it not for the work of the men of the agricultural experiment stations that struggle would begin in good earnest in the northern hemisphere; for they are the men who tell us, now the need of knowing is dawning upon us, how to make two blades of grass grow where but one grew before and to make both yield more of sustenance for both man and beast.

Our portrait is that of a man of this type who are distinctly of the class of benefactors, whose direct pecuniary rewards are never in proportion to their services to the state. Born in 1863, C. G. Williams has been farmer, agricultural writer and institute lecturer, and is now chief of the Department of Agronomy of the Ohio Agricultural Experiment Station at Wooster, a chair he has held since January, 1903.

Prof. Williams is the author of a number of bulletins, notable those of the station on "Silage vs. Grain for Dairy Cows," "Experiments with Oats," "Experiments with Winter Wheat," and "Alfalfa," together with a number of others on corn and corn breeding. He has, in fact, contributed his full share to the work that has made the Wooster Station one of the leading ones of the country; and Ohio is to be congratulated on enjoying the special benefit of his services.

The Senators from North Dakota announce that they will oppose any provision in the new tariff bill that shall continue the present "drawback" privilege granted American millers who grind Canadian wheat in bond.

[For the "American Elevator and Grain Trade."]

LIABILITY OF ELEVATOR MANAGER.

BY J. L. ROSENBERGER,

Member of the Bar of Chicago and Cook County.

A manager employed by a warehouse company to conduct its business purchased and sold wheat, transacted all business of the company, made collections, deposited its funds in the bank, drew and signed its checks, conducted its correspondence, kept its books of account, and, in fact, was, under the authority of the board of directors, in full and complete charge of all its business affairs. From time to time he purchased wheat in large quantities from various persons, some of whom were stockholders, directors and officers of the company.

Much of this wheat was held by him at the company's warehouse for an advance in price instead of being immediately sold. Wheat fell in price, with the result that a considerable loss was incurred. Thereupon the company, claiming the manager had violated his instructions and had incurred loss by holding the wheat instead of making immediate sales, began an action for an accounting, demanding judgment against him in the sum of \$4,600.

The action resulted in a judgment in favor of the manager. In affirming this finding, the Supreme Court of Washington says (Iowa Warehouse Co. vs. Van Buren, 97 Pacific Reporter, 291) that the controlling question was whether the manager acted in excess or violation of his authority in holding the wheat so that the same might be sold at an advance on a rising market. Upon this issue the evidence was in sharp conflict. A number of the company's officers and stockholders testified that he was instructed to make sale of all wheat purchased on the respective dates of purchase, but that he had violated such instructions. This he denied. He not only contended that he was authorized by the company to conduct its business in the manner in which it was conducted, but that the stockholders, directors and officers had actual knowledge of his acts and by their acquiescence had ratified the same. This contention was sustained by the trial court.

The evidence showed that the company had conducted the same business during the preceding years, and that this manager had previously represented it. The bank books showed that throughout all the years the company had been doing business, including those in question, large overdrafts had been continually carried by it at the bank. Other documents and books positively established the fact that these overdrafts were caused by disbursements of funds in the purchase of wheat, which funds were not replaced by immediate sales. The company's books of account showed that continually, from month to month, it made payments of interest to the bank on these overdrafts. The company made no complaint of this method of transacting business until the season was about over and it became apparent that a loss would be sustained.

From the indisputable documentary evidence before the court it concludes that the trial judge was right in finding in favor of the defendant.

FIGHT THE ALLOWANCES ORDER.

The expected suit of the elevator interests against the Commerce Commission's order abolishing the elevator allowances was filed in the United States Circuit Court at Kansas City on December 17. The suit was brought by George T. Bell, assistant commissioner of the Kansas City Board of Trade Transportation Bureau, on behalf of the Kansas City, Atchison, St. Joseph and Omaha Boards of Trade, on the allegation that the discontinuance of the payment of such allowances by the railroads would irreparably injure the four cities named as grain markets. The purpose is to get a final decision from the United States Supreme Court.

NATIONAL CORN EXPOSITION.

The National Corn Exposition held at Omaha in December under the direction of the National Corn Association met fully all the expectations of its promoters and its friends and did not disappoint the mere spectator, who was able to see a collection of grains and grasses probably never surpassed as to practical value by any similar exhibition. The attendance was equally satisfactory, having been about 100,000, or 10,000 per day, which in a city of Omaha's size was rather remarkable; it indicates, however, that there was a large attendance of farmers and others directly interested in the work of the National Corn Association.

The Exposition was opened on Wednesday, December 9, by the President of the United States, who sent a message of "greeting and best wishes," which was the signal for the starting of a program of formal oratory by state, city and exposition officials, which need not be repeated here. The lectures of the week, it may be said, however, were well attended and were excellent in character, being highly educative as well as interesting in form.

The work of awarding the prizes began immediately; in fact, had begun as soon as the grain was in shape to examine; and on the first day the winner of the grand sweepstakes trophy for the best ten ears of corn was announced by A. D. Shamel and his assistants, in the person of L. B. Clore of Franklin, Ind., who won the same prize at the Corn Exposition held at Chicago in 1907. Indeed, Indiana carried off the high honors of the Exposition in corn, for in addition to the Clore prize, Jos. R. Overstreet of Franklin took the prize of \$1,000 for the best single ear of corn, while that for the largest ear went to Geo. Stainbrook, also of Franklin. In the Junior Awards the winners of all the four prizes in "open-to-all" classes were Indians from Franklin (or Johnson County). The four first prizes for 50-ear lots, open to the world, any variety and any color, as well as best 20-ear lot, any color, were all won by Johnson County (Ind.) Corn Club, Johnson County Glad Stand, White River Township, Johnson County Corn Club and L. B. Clore, and of twenty-five minor prizes in same classes only sixteen went to others than Indiana growers, to wit, seven prizes to Iowa, three each to Nebraska and Missouri, and one each to Illinois and Minnesota. The International Harvester special prizes went to Iowa for 20 ears and to Illinois for 10 ears. There were so many corn prizes by zones and states that we shall not attempt to print them here, but the influence of this wide distribution of prizes can be none other than most helpful and stimulating in its influence in all parts of the corn belt.

Wheat.—Sweepstakes, Northern Zone, best $\frac{1}{2}$ bushel wheat, to Bay City, Mich.; Western Zone, Rocky Ford, Colo.; Central Zone, Marysville, O.; Southern Zone, Lexington, Ky.

Oats.—Northern Zone, Beaver Dam, Wis.; Western Zone, Cheyenne, Wyo.; Central Zone, Sharpsburg, Ill.; Southern Zone (2°), Essex, Ia.; Eastern Zone, Hockanum, Conn. Best $\frac{1}{2}$ bushel wheat, W. W. Lamon, Rocky Ford, Colo.

Barley.—Best $\frac{1}{2}$ bushel, open to the world, Harry Marthaler, Beaver Dam, Wis.

Kaffir Corn.—Best ten heads Kansas.

Rye.—Mason City, Mich.

Sweet Corn.—Early, Hockanum, Conn.; late, Indianola, Ia.

Popcorn.—White, Belleville, Ill.; red, Roseville, S. D.

Clover.—Three-inch sheaf, Anna Martin, Du Bois, Neb.; bale, Nebraska; seed, Minnesota.

Timothy.—Seed, Ripon, Wis.; sheaf, Bunceton, Mo.; bale, Hiawatha, Kan.

Alfalfa.—Seed, Parma, Idaho; sheaf, Tarkio, Mo.; bale, Fort Crook, Mo.

Among the speakers was Sir Horace Plunkett, a man who has made a study of country life in

England, Ireland and America, but who is best known in connection with his work in Ireland. In 1879-89 Sir Horace was a rancher in Wyoming, when the "farmers" of the West were more land speculators than cultivators and when more money was made in handling lands than in the application of agricultural science. In Ireland, Sir Horace said, "We have a formula which in the fewest words describes our entire scheme for reform—better farming, better business, better living." This formula was the text of his remarks.

The Country Life Commission was at Omaha

would grasp the excellent lessons taught by the simple exhibits there.

"The man who owns land valued at \$175 an acre will receive a fair profit from it if his land yield him fifty bushels an acre and he sells it for 50 cents a bushel. The man who owns land valued at \$50 an acre will receive a fair profit from it if it yields thirty-seven and one-half bushels an acre and sells for 50 cents a bushel. But the man who owns land valued at \$175 an acre will lose money if it yields him but thirty-seven and one-half bushels of 50-cent corn.

"Figure it out for yourself and you will see



L. B. CLORE, HIS BEST TEN EARS OF CORN, AND THE TROPHY HE WON.

on December 10, holding two sessions of enquiry during the day.

In an address on December 11 A. D. Shamel, who is now of the Department of Agriculture, said:

I think, too, there is an item worth mentioning in the fact that the corn winning the grand premium sweepstakes comes from the state which produces the greatest average number of bushels per acre. I believe, too, that this exposition will have done more to increase the production of corn per acre the country over than any other single fact. Perhaps it may be mentioned in passing that seventy of the best judges of corn have been brought here to pronounce a verdict upon the exhibits and premium entries.

I wish to speak briefly of three men who have played a most important part in the history of corn breeding: J. L. Reed of Delavan County, Illinois; James Riley of Boone County, Indiana, and H. Leaming of Brown County, Ohio. Mr. Reed emigrated to Illinois in 1847 and for fifty years farmed only 160 acres, but for all of those fifty years devoted himself to the breeding of one single kind of corn, which has attained under his direction a state of perfection unsurpassed by any corn in the world. He is a plain farmer. Some would call him uneducated, and when men ask me what an unlettered farmer can do in seed-corn breeding, one has only to point to Reed, whose career is a veritable inspiration.

Then there is James Riley, who produced the famous Boone County White corn after thirty years of labor similar to Reed's. Moreover, the ten ears of Johnson County corn with which L. B. Clore has won the grand sweepstakes is an improved variety of this corn developed by Riley.

"It is simply wonderful, that show," said Gov. Garst of Iowa, "and I wish that every man, woman and child in my state could see it and

that I am right. The interest on the \$175 land will be \$8.75 and the labor \$3.50, making a total of \$12.25. Fifty bushels of corn at 50 cents would bring \$25, leaving \$12.75 net. The interest on the \$50 land will be \$2.50 and the labor \$3.50, making a total of \$6. Thirty-seven and one-half bushels of corn at 50 cents would bring \$18.75, leaving \$12.75 net. Exactly the same, you see. But if your land is worth more or if the yield is less, you will lose money.

"With the rise in the value of land there must be a consequent rise in the value of products. Where is there a business that can increase its earnings 30 per cent without increasing its expenses? But Mr. Funk here by breeding corn and getting a better grade increased his yield from fifty to sixty-five bushels an acre—and when a man has 800 acres of land planted to corn, that amounts to something."

Sunday, December 13, was made notable by the addresses of Hon. Nikola Kaumanns, Imperial German Commissioner for Agriculture to the United States, and Hon. Luis Gorozpe, head of the Mexican delegation to the Exposition. The former dwelt upon the relation of corn to the packing industries, which now are so dependent on the corn-fed cattle of the West for their continued prosperity. Senor Gorozpe spoke of the bright outlook in Mexico, where education is rapidly transforming the character of Mexican agriculture. He concluded by saying:

"Everything new which implies an advance in the methods for working the soil, has gradually come to find an open door among us, from the methods of distributing and utilizing the energies

of the laborer, of developing his intelligence, of utilizing his talents and remunerating his work, to the substitution of modern methods for the antiquated and obsolete. Chemistry, mercantile calculations applied to the management, and scientific observations are to-day held to be indispensable parts of the education of the agriculturists. It is not only foreign influence which has introduced these improvements into the republic; a good number of young and talented Mexicans are educating themselves to the complicated scientific study of the soil, in connection with the biological details of the vegetable kingdom.

"The agricultural school, which is attended by a considerable group of students, in co-operation with the experimental stations which have been established in desirable regions of the country, is preparing the staff of professors, who later on will communicate their knowledge to our farmers, the present generation of which may now be said to be truly civilized. As fast as new and improved methods are discovered in other countries, our farmers eagerly adopt them, so much so that we have successfully carried out works of irrigation by the employment of powerful pumps, thus fertilizing lands that were formerly considered barren; the subsoil is prepared with the help of steam-driven plows, which penetrate to

cial proceedings in connection with which are reported on another page.

One interesting feature of December 16 was the presentation to the Ames College Grain Judging Team of the Mexican trophy by Senor Zeferino Dominguez. The trophy is a bust of President Diaz and is said to be a fine example of the arts of both the sculptor and the silversmith. The base of the statuette is of green onyx and the bust proper is of silver. The silk lining of the case represents the Mexican national colors, green, red and white. Senor Dominguez also gives with the bust two pictures portraying the

bid \$25. Raises of \$10 followed rapidly, and after reaching the \$260 figure, the raises fell to \$5 and so they kept up until knocked down to E. E. Favelle, editor of the Successful Farming, of Des Moines, Ia., at \$280. A cheer went up when the sale was announced.

The grand prize sweepstakes single ear of corn, also grown in Johnson County, Indiana, was next offered. The bidding started at \$35 for this, the best single ear of corn in the world, and the bids were kept raising by \$5 and \$10 leaps until this, too, was knocked down to E. E. Favelle for \$75, which brought forth another cheer.



GRAND SWEEPSTAKES PRIZE-WINNING TEN EARS OF CORN, GROWN BY L. B. CLORE, FRANKLIN, MO.

Mexican and American eagles worked out in feathers on a black background, the great birds surmounting the shields of the respective countries. Senor Dominguez accompanied his gift by an eloquent address, eulogistic of President Diaz and his marvelous work in Mexico and predictive of the great future for agricultural Mexico.

NATIONAL CORN ASSOCIATION.

On December 17 the National Corn Association's annual meeting was held, at which the officers of 1907-08 were re-elected for the current year, as follows:

Eugene D. Funk, president, Shirley, Ill.

P. G. Holden, vice-president, Ames, Ia.

E. G. Montgomery, vice-president, Lincoln, Neb.

J. Wilkes Jones, secretary-treasurer, Omaha, Neb.

In accepting a re-election President Funk, among other things, said:

I am deeply moved by the honor and I wish that I could express my appreciation of the honor in better terms than I am now doing. I must say to you that I accept the honor, however, solely from a sense of duty, knowing full well the importance of our work. It seems to me a call which no man could reject, even if, as in my case, illness in my family and the pressure of private business make lengthy demands on my time. For the honor, I thank you from the bottom of my heart.

The executive committee of the Association will be selected by the state associations later, as provided by the constitution.

PRIZE CORN SALES.

A keen interest was taken in the auction sales of prize corn, begun on December 17, with Secretary J. Wilkes Jones as auctioneer. After two or three minor sales of individual ears of corn had been made at \$11, \$10 and \$8, respectively, and one bunch of ten ears of north central Iowa early maturing corn for \$25, the interest began to show the deepest intensity. The fifth bunch of corn offered was the \$1,000 prize ten ears of corn grown by L. B. Clore of Johnson County, Indiana. The bidding started at \$35 and then began to leap by \$10 bounds until it reached \$200. Prof. Jones deprecated the idea that this ten best ears of corn in the world should be permitted to go for that amount, and then someone raised the

Several other groups of corn brought extraordinary prices, as did a number of individual ears from different states, a number of which were bid in by Mr. Favelle. Mr. Favelle was called to the auctioneer's stand by Prof. Jones, that the audience might see the man who was not afraid to buy the best corn in the world, at any price. "I have bought this corn," said Mr. Favelle, "for the reason that I want to see this best seed corn in the world distributed throughout the great corn-growing area, where it will be placed in the hands of men in different localities, that all may receive the benefit of this seed rather than it should be confined to the restricted area of its origin. I propose to distribute this corn in small quantities all through the corn-growing region in proper zones, that farmers may see the essentials of perfected corn breeding. Some of it will go to seed-corn growers that understand the care and cultivation of seed corn, so that it may be multiplied in greater quantities and thus distributed in marketable quantities for planting year after next."

The sales of prize corn netted the Exposition about \$10,000.

The concluding technical talk of the Exposition was by Dr. Geo. L. Miller, a pioneer country wheat grower of Nebraska.

CLAIMS DEPARTMENT.

The Board of Directors of the Illinois Grain Dealers' Association, at a meeting in Springfield November 27 last, authorized the establishing of a claims department, by a resolution passed, and directing the president to appoint two members, who, with himself as chairman, would constitute a claims committee, and that such committee should proceed to carry out the resolution and arrange with a competent attorney who would take charge of the claims department as manager.

President Wayne appointed on such committee to act with himself Mr. Frank Supple of Bloomington and S. W. Strong, secretary, of Pontiac. Mr. Supple is a prominent grain dealer, having several country stations.

The committee after several meetings have concluded all arrangements, and the claims depart-



GROWN BY JOSEPH R. OVERSTREET, FRANKLIN, MO.

a depth of sixteen inches, more or less; we sow our cereals with the help of machinery which is in no way inferior to that employed by the most advanced nations; we cultivate, harvest and thrash with machines which are similar to those employed for the same purposes in the United States."

December 15 was Grain Dealers' Day, the spe-

ment of the Illinois Grain Dealers' Association is now an established fact and ready for the use of the members.

Mr. Wm. R. Bach of Bloomington, and who is at the present time county attorney, and one of the leading lawyers of the state, will be the manager, and give personal attention to each and every claim. All claims must first be filed with the committee and on examination they will approve and refer them to the manager for action. No charge will be made on any claim unless there is a collection. The fees are very low and made such purposely that dealers may file their claims first through the department, as it was thought by the committee that every member would be willing to pay a nominal fee for the filing and collection of their losses. It is the advice of the committee that a claim be made for every loss for the following reasons:

1. It is the duty of the common carrier to transport the grain dealer's property without loss or damage.

2. In the event of loss or damage grain dealers are entitled to recover for the same.

3. Such filing of claims will advise the railroads of the condition of their rolling stock if the loss is during transportation, and if the loss occurs while cars are at the terminal markets from stealings the railroads will be informed of the fact.

4. Frequently there is a loss when there is seemingly no explanation of how it occurred, the car having gone through and been reported arriving in good order, but when the car is traced through its route it is found that the car was damaged during its route and was set out and repaired and the railroad records show such facts.

Hence the committee recommend that members file claims for every loss and for any amount.

The action of forming a claims department has not been done with the idea of causing the railroads any trouble, nor to compel nor influence them to pay any claim that is not right and for which they are not responsible, but has been done to relieve the volume of the work at the secretary's office at Pontiac, and also to relieve commission firms from the service which they for years have been doing for their patrons without any remuneration, the committee feeling that the dealer would feel more independent if he transacted his own business through his own organization and at his own expense, rather than to have it done by the commission firm who, under the circumstances, would make no charge.

The whole idea from the passage of the resolution by the Board of Directors has been to so adjust the department that an equitable settlement should be made between shipper and carrier and with as little friction and expense as possible.

Dealers who have losses should write to the secretary for instructions and he will send them suitable blanks for the proper filing of their claims and also full instruction and explanation of the whole matter.

H. D. Miller is now in charge of a grain elevator at Waldorf, Minn.

W. H. Bartlett, of the Chicago Board of Trade, was thrown from his horse at his ranch in New Mexico recently and seriously injured, several bones being broken. He is resting well and improving as fast as could be expected.

Those Argentinians make a lot of trouble. Not only have they "mussed things" in wheat and corn, but now they are at it in oats. It is reported that their oats crop is officially estimated this year at 51,800,000 bushels, against 35,000,000 the previous year and 12,000,000 bushels two years ago. The percentage of increase (300 per cent) in three years is "going some," and they are offering their surplus to Europe at prices that "choke off" American competition.—Pope & Eckhardt Co.

[For the National Corn Exposition.]

IMPROVING THE OAT CROP.

BY PROF. M. L. BOWMAN,
Farm Crops Department, Iowa Agricultural College.

There is no crop to-day, especially on the farms throughout the corn belt, which is in such great need of improvement as is the oat crop. This is especially true in Iowa, where about 24 bushels to the acre has been the average yield for the past two years. Much time and attention has been paid to the improvement of our chiefest cereal crop—corn. In fact, so much has been done that this feature has been brought very prominently to the attention of our farmers in general throughout the corn belt district. It is not advisable to pay less attention to the improvement of our corn crop, but it is highly essential that much more strenuous efforts be made in the improvement of our small cereals and especially is this true with our oats. The Iowa Grain Dealers' Association have been a potent factor in their co-operation with the Iowa State College, at the time of the seed corn special trains, in the improvement of our seed corn, and I know that they stand willing to-day, as do the members of their sister organization, in the lending of a strong hand to do whatever is within their power to increase the quantity and quality of our oats.

When we study the statistics we are, indeed, amazed at the very large amount of poor oats that come streaming into our markets. In the small grain division of this great exposition is a large chart which clearly shows the kind of grain that is being received at the Omaha and Chicago markets. Here it may be seen that no No. 1 oats are received, only 0.2 per cent of No. 2; 2 per cent of standard; 54 per cent of No. 3 and 40 per cent of No. 4, or, in other words, 94 per cent of the oats received at our leading markets class as No. 3 and No. 4. Inasmuch as this is a fact and that, as a rule, so little attention is paid in general to the preparation of our seed oats for planting, it is clearly evident that a very poor quality of seed is used for seeding purposes annually.

I will first take up a line of work which will have a special reference to the improvement of the oat crop from the growers' point of view; after which I wish to take up a few suggestions along the line of improvement which I believe can be largely done through the medium of your grain associations. My discussion will be largely on the following lines: 1, varieties; 2, fanning and screening grain; 3, treatment for smut; 4, preparation of the seed bed; 5, amount and method of seeding.

Varieties.—When we come to study the different varieties of oats we find that they are not all equally adapted to a given locality and cannot be expected to yield the same under all conditions. At the Iowa Station we have been testing some of the leading varieties of oats for a number of years. I will here give a list of some of these varieties with their yields and weight per bushel for the three-year period, 1905-1907:

Variety.	Yield.	Weight per Bushel.
Silvermine	62.5	29 $\frac{1}{4}$
Kherson	62.1	30 $\frac{1}{4}$
Wisconsin No. 4.....	57.1	31 $\frac{1}{4}$
White Russian	53.3	28 $\frac{1}{2}$
National	52.6	30 $\frac{3}{4}$
Minnesota No. 26.....	51.7	27 $\frac{1}{2}$
Joanette	51.3	29 $\frac{1}{2}$
Irish Victor.....	51.2	27 $\frac{3}{4}$
Minnesota No. 6.....	50.8	28 $\frac{1}{4}$
White Alaska.....	50.5	32 $\frac{1}{4}$
Sixty Day	48.3	30
Siberian	47.1	27 $\frac{3}{4}$
Early Champion.....	46.7	31 $\frac{1}{4}$
Russian (Bruner)	46.7	27
Tartar King	44.1	28 $\frac{3}{4}$
Danish	42.0	26
White Tartar	41.8	27
Canadian	37.4	30 $\frac{1}{4}$
Sparrowbill	31.2	23
Dun	26.2	26

Especially for Iowa do we find that the medium-to-early oat is a heavier yielder under our conditions than is a late variety. Especially in unfavorable seasons have we found the sixty-day oats to be most profitable. Throughout the whole, however, the Silvermine, Kherson, Wisconsin No.

4 or Swedish select have ranked high and are considered our leading oats.

Fanning.—There are not very many people who question the advantage gained by use of the fanning mill in the preparation of our seed oats for planting. If no other good was accomplished, the fanning mill would take out the light, chaffy grains which are much less valuable for seed purposes than are the large heavy ones. With the sieve attachment the weed seeds are removed as well. This is a very important factor, especially in some localities, where weeds, such as mustard and others common to our oat crop, predominate. Not only will the weed seeds and chaffy seeds be removed, but the large, plump grains may be separated from the smaller and lighter ones.

The advantage of the large, plump seeds over the small ones has been clearly demonstrated by Professor Zavitz's work at the Guelph College. In a series of experiments extending over several years, Professor Zavitz reports results as follows: That the large, plump seed produced 65.5 bushels per acre and the light seed 44.7 bushels per acre; and in the weight per bushel the crop produced from the large, plump seeds weighed 35.5 pounds, while that from the light seed weighed 24.3 pounds. In commenting upon this, Professor Zavitz states: "It is interesting to note that of the crop produced from the large, plump seed it requires only 1,149 grains to weigh an ounce, while of the crop produced from the light seed it required 2,066 grains to make the same weight." It is to be remembered that in this experiment the same number of large and small seeds were sown per acre. The results are clearly in favor of the heavy seed.

The great trouble is that so much of the seed oats has no preparation whatever before planting, and often that which is prepared is not put through the machine more than once. To properly clean and grade the seed, it will be found not infrequently that it is necessary to run the grain through as many as two and three times; especially will this be found so in seasons which are very unfavorable to the production of small grains. The small, lighter oats can be used for feeding, and the time that it takes for the thorough preparing and cleaning of the seed is such a minor factor that there is no excuse for sowing other than seed of good quality.

Treatment for Smut.—The following table shows the comparative results in 1907 in forty fields, twenty of which were treated and twenty not treated for smut:

Treated		Not Treated	
Field No.	Per Cent Smut.	Field No.	Per Cent Smut.
1.....	2.7	21.....	11.7
2.....	2.7	22.....	11.6
3.....	1.3	23.....	9.7
4.....	0.9	24.....	8.8
5.....	0.8	25.....	8.1
6.....	0.7	26.....	7.9
7.....	0.6	27.....	7.5
8.....	0.6	28.....	7.5
9.....	0.5	29.....	7.2
10.....	0.5	30.....	7.2
11.....	0.4	31.....	7.1
12.....	0.5	32.....	6.9
13.....	0.4	33.....	6.7
14.....	0.	34.....	6.2
15.....	0.	35.....	6.1
16.....	0.	36.....	5.9
17.....	0.	37.....	5.9
18.....	0.	38.....	5.9
19.....	0.	39.....	5.8
20.....	0.	40.....	5.4
Average.....0.6		Average.....7.9	

It will cost but about 8 cents per acre for treating oats with formalin for smut. From the above table it will be seen that the average amount of smut in treated seed in this case was 0.6 per cent; where the seed was not treated it was 7.9 per cent, or a loss of 7.3 per cent. On the average of 40 bushels to the acre, there would be a loss, due to smut alone, of 4.9 bushels. This 4.9 bushels' loss could have been eliminated by the formalin treatment for smut, which would have cost about 8 cents per acre. One pound of formaldehyde mixed with 40 gallons of water will treat 40 bushels of oats. This can be applied to the oats in the evening, after which they can be covered

with blankets and left until morning, then stirred up to dry out, and sowed that day.

Preparing the Seed Bed.—The feeling has been very prevalent that the preparation of the seed bed is of minor importance in oat production. This is where a great mistake has been made. It is a very common practice to see an end-gate seeder at work in the corn stubble which is still standing in the field. After the oats have been thus sown, the field then disked once or twice, possibly harrowed, and the oats were said to be in. As a matter of fact, for the best results, the seed bed must be properly prepared for the oat crop. The cornstalk ground should be disked two or three times, if necessary, lapping the disk half in order that the stalks may be cut up and the seed bed put in a desirable condition for receiving the grain. In general, the policy of advising the burning of cornstalks is not a wise one, as our ground in general lacks the very thing which the burning of cornstalks deprives it of, namely, humus. This same criticism cannot be so great with those who practice a really desirable system of rotation. In the preparation of the seed bed for oats, it should not be a deep, loose seed bed neither is it recommended that the ground be plowed. It should be thoroughly disked, however. In general, to prepare a suitable seed bed for oats, cornstalk ground should be disked at least twice, lapping the disk half, and in addition to this it will pay to double harrow. Some seasons will require more diskings; seldom can the seed bed be prepared with less.

Amount and Method of Seeding.—In the experiments carried on at the Iowa Station we find that there is an increase in the yield per acre with the amount of seed that is used—up to 3 to 3½ bushels, especially. After that time the difference is less marked, 4½ bushels per acre being the maximum. The following chart will be of interest in noting the rate of seeding, the number of plants per acre and the yield:

OATS—Rate of seeding and yield. Average of two varieties, 1908 (a poor season for oats in Iowa).			
Kherson seed, weight per bushel, 32½ lbs.			
Silvermine seed, weight per bushel, 31 lbs.			
Rate of Seeding.	No. of Plants Per Acre.	Bushels Per Acre.	
2 bushels.....	1,500,000	27	
2½ bushels.....	1,900,000	32	
3 bushels.....	2,200,000	37	
3½ bushels.....	2,600,000	38	
4 bushels.....	3,000,000	38	
4½ bushels.....	3,300,000	40	

The number of plants per acre is a very important feature in the production of a heavy yield of oats. It is possible for the plants to be too thick. However, those plants which are produced from large, plump kernels are heavier-producing than those which spring from smaller and weaker kernels. Where oats are thoroughly cleaned and fanned and the large, plump grain selected for seed purposes, it is, therefore, desirable that the rate of seeding be heavier than is the case where the seed is smaller, as there is a larger number of small grains to the bushel than there is of large grains to the bushel. The following chart will help illustrate this:

OATS—Effect of fanning upon. Number of seeds per bushel.	
No. of Times Fanned.	No. of Seeds Per Bushel.
Kherson—	
0	1,054,600
1	946,600
2	914,300
3	830,600
Silvermine—	
0	1,033,200
1	1,011,100
2	908,200
3	806,300

While the rate of seeding may vary somewhat in different localities, yet it is to be remembered that a heavy seeding is much preferable to a light seeding, with the accompanying predominance of weeds which often results.

Drilling vs. Broadcasting.—The drilling of oats is preferable to the sowing of oats broadcast. The seed is much more evenly covered and more evenly distributed throughout the fields. A saving of at least a peck to a half bushel per acre may be saved in the amount of seed needed. At the

Iowa Station for the year 1907 with its cold, dry spring the results in favor of drilling over broadcasting were very marked. An increase of over 9 bushels per acre was secured in favor of drilling. When this is figured at the rate of 33½ cents per bushel, we find that less than 35 acres of oats would have paid for a drill in that one season. In seasons more favorable for oat production this difference is by no means as marked, yet the drilling can be recommended as a much more profitable means of putting in oats than the common system of broadcasting.

What the Grain Dealers Can Further Do to Improve the Oat Crop.—All grades of oats are to-day very largely bought by the country elevators at one figure. That is, there is practically no distinction in price made between oats of high and poor quality. Mr. Jones can come to town with a wagonload of oats weighing 34 or 35 pounds to the bushel, and if the common price for oats is 25 cents that is the figure which he will receive. His neighbor may come in shortly afterward with a load of oats much poorer in quality, weighing anywhere from 20 to 25 pounds to the bushel and even less, and will receive the same figure—25 cents per bushel. There is probably a difference of from 2½ to 3 cents per bushel between No. 2 oats and No. 4 grade oats on the Omaha and Chicago markets. From the relative value of these grades of oats, however, there is often twice that difference. No distinction is made at the country elevator. The oats are all bought at the same price.

I know that I am talking here on a somewhat ticklish point, which may meet with considerable disfavor, and, on the other hand, may meet with some comment; but there is one thing certain, and that is that when there is the difference that we find between the high-grade and low-grade oats on the markets it should hardly be expected that the farmer should receive, nor the country elevator should pay, the same price for all grades of oats. I can help illustrate my point by the following chart:

Percentage of Hull in Oats Grown in Favorable and Unfavorable Seasons.					
Variety.	Favorable—1906.		Unfavorable—1907.		
	Wt. Bu.	% Hull.	Wt. Bu.	% Hull.	
Kherson	36	28	24½	34	
Joanette	35	28	22½	35	
Green Russian	32½	28	24	39	
Early Champion	35	28	23½	40	
White Russian	36	31	18	39	
Irish Victor	33	32	19	41	
National	38½	27	20	45	
Myrick	31	35	19	39	
Wisconsin No. 4	36	25	20½	49	
Early Gotham	33	32	17	43	
Silvermine	34	31	20½	45	
Minnesota No. 6	35	28	15	50	
Siberian	32	36	20	43	
Dun	31	36	19	45	
Tartar King	36	35	19½	49	

For example, in the above chart, take the Kherson variety, with its 34 per cent hull. This would mean that 10.88 pounds out of 32 pounds per bushel is hull, leaving 21.12 pounds of oat kernel for the market price, say, 40 cents per bushel. On the other hand, take the Tartar King oat, which in 1907 had 49 per cent hull. In this case 15.68 pounds out of 32 pounds per bushel was hull, leaving 16.32 pounds of oat kernel for the 40 cents per bushel. We find here a difference of 4.8 pounds more pure oat kernel in the former than in the latter. In the former case, with the 21.12 pounds of oat kernel selling at 40 cents per bushel, it was selling at 1.89 cents per pound. The difference in the number of pounds received for the same money in these two cases, as above stated, is 4.8 pounds, at a value per pound of 1.89 cents; or in other words, from the actual standpoint of the value of the two oats, the latter is worth over 9 cents per bushel less than the former. The former, weighing 24½ pounds to the bushel, might grade as No. 3; the latter, weighing 19½ pounds to the bushel, would have to grade as No. 4. The market will not make a distinction of more than a cent or two per bushel at the most, while in actual value there is over 9 cents difference, as it is recognized that the hull of the oat has not much more value, if any, than the straw.

The question comes, how are we going to do this thing? Will the farmer agree to it? Will the country elevator lend every attention to the carrying out of this principle in a just and proper manner? I have had grain men tell me that this policy was all right in theory but wrong in practice; yet very likely some of those same elevator men would put 100 bushels of poor wheat with 800 or 900 bushels of good wheat and thus cause their entire carload to grade according to the poorest wheat—a very common occurrence in our markets, and a practice which the country elevator should certainly endeavor to eliminate.

It seems to me the best way to get at this problem would be to provide the country elevator with sample lots of the different commercial grades, renewing these samples sufficiently often that they might be a proper criterion to go by. This would help to show the farmer just where his grain would grade. There will be no difficulty in securing the co-operation of the farmer in the buying of the grains on their merits. It is not improbable, however, that there will be times when it will be hard to convince the farmer just what is the merit of his grain. If this policy was adapted by the grain dealers, the farmers with the oats of good quality would receive a high price, while the oats of poor quality would receive less. I believe that this would call to the mind of the farmer, in a way that nothing else can, the necessity for securing those varieties which are best adapted to his locality and thereby be enabled to secure the highest market price. In fact, the necessity of good seed oats could in this manner be brought more forcibly to the mind of the farmer; and I believe would result in more good in general throughout the oat-growing districts than any other thing that could possibly be done toward the improvement of our oat crop. When the farmer understands that the elevator will pay a higher price for the oats of the best quality, he will naturally be more interested in his seed.

Along this line might also be mentioned the uniform system of grading. I am not here talking pro or con for Government inspection. I do mean to say, however, that there should be a more uniform system than there to-day exists in our leading markets. For example, we hear a great deal said about white oats being the most desirable oat for the cereal mills. Some grain men even tell me that there is a slight difference in the value per bushel. Just how much of this to believe I have never been able to feel very definite on. For example, I find in Chicago that any oats that is not a black oat grades as a white oat. I even understand that a yellow oat can grade as high as a standard in Chicago, while the rules and regulations for the No. 2, Standard and No. 3 and No. 4 white oat state that they must be seven-eighths white. Now, it would seem to me that the yellow oat and the white oat should be differentiated in its grading; and if we are going to make a boost for quality in our oats, let us draw such definite lines whereby quality will receive its just merits, both at the country elevator and at the terminal markets.

Personally, I take a great deal of pleasure in the interest that is being shown in this small grain work, as is very forcibly brought out by the beautiful trophy which the Western Grain Dealers' Association has so very liberally offered as a boost for better oats. I should be very glad to lend any assistance in the furthering of this movement.

Vice-Chancellor Lindsay Garrison, sitting in Jersey City, on December 13 decided to dissolve the temporary injunction obtained by the Standard Stock and Grain Company of 76 Montgomery Street, Jersey City, restraining the police from interfering with its business, and to dismiss the application for an injunction. This gives the police the right to raid the place as a nuisance.

C. P. RY. ELEVATOR D.

Fort William, Ont., continues to add to her grain storage room and handling facilities, as he fits a terminal that appreciates the duties devolving upon it, as the outlet of a great producing country behind it, which without these repeated additions to the transportation facilities would soon become hopelessly congested and her producers correspondingly discouraged and disheartened.

The house shown in the picture is not, however, strictly speaking, so much an addition as it is a restoration; for "Elevator D" of the C. P. Ry. Co.'s system of houses, just completed, is the third house to occupy the same site, on Kaministiquia River. The first was a steel-frame house covered with corrugated iron, but with so much wood about it that when it caught fire the loss was total and much injury was done the adjoining steel-tank storage. This fire occurring near the harvest time, and speed being an essential, the house was rebuilt of wood. After a few years of service, another fire destroyed this structure,

of the elevation of cleaning department. Besides the above a transfer elevator for special work makes up the unusual equipment.

There are twenty No. 9 Monitor Separators on first floor and six No. 9 Invincible Oat Separators and two Monitor Screenings Separators in the cupola. All of these cleaning machines are of wood construction, but are completely covered inside and out with sheet steel. Car pullers, belt conveyors, for receiving and shipping, a dust-collecting system and passenger elevator, with a full line of electric motors, complete the machinery equipment. In the cupola are four 2,000-hushel and four 1,600-hushel Gurney Hopper Scales, with garners of like capacity above them, making the elevator a 200-car house in which each and every process can be carried on at one and the same time.

This really model working house is connected to the former steel storage tanks by bridges above and tunnels below, and all the shipping by hoat from the working house is done over conveyors through these bridges and over the

THE BILL OF LADING.

A meeting of the Bloomington local division of the Illinois Grain Dealers' Association was held in Bloomington on Monday evening, December 21. There was a good attendance of members and a brisk discussion followed the address of the evening, by Mr. Hopkins of the Chicago Board of Trade Traffic Bureau, of which the following is a synopsis:

A bill of lading can serve but two purposes, first, it is a receipt for the property; second, it is a title of ownership.

No conditions inserted in a bill of lading by a carrier can release such carrier from its legal liability unless expressly assented to by the shipper. A shipper may, by agreement, enter into a contract by which the carrier may limit its liability, but such contract must be entered into voluntarily by the shipper and there must be some consideration to the shipper for making such contract, and the terms and conditions of such contract must be available alike to all shippers, and, as before stated, any conditions inserted in the bill of lading not expressly assented to by the shipper, which in any way release the carrier of its full legal liability, are null and void.



CANADIAN PACIFIC RAILROAD COMPANY'S ELEVATOR D AT FORT WILLIAM, ONTARIO.

and a fireproof modern working house was ordered built.

The work was begun by making a 20-foot excavation, in the bottom of which 50-foot piling was driven. The whole area of the site was then covered with an 18-inch slab of concrete, on which concrete piers were built; then came the reinforced concrete columns and the first floor. Above this were placed circular bins of fire-clay tile; then a steel frame cupola enclosed with a double-tile wall, thus making an absolutely fireproof building.

The elevator proper is 56 feet by 154 feet on the ground, with a one-story lean-to on one side, running the full length of building for the Cyclones of the dust-collecting system. A carshed on the other side is 66 feet by 182 feet and contains four unloading tracks and sixteen pits over the belt conveyors which take the grain from the cars to the receiving elevators.

The elevator has a capacity of 350,000 hushels and is especially fitted for the rapid handling of grain. Four stands of receiving elevators are provided for receiving grain from the cars; four stands of shipping elevators handle the shipping to cars and boats, and four stands of cleaning elevators and one screenings elevator take care

steel tanks to the river end or hoat spouts. The steel-tank storage is also provided with three shipping elevators which take the grain from the four conveyors under the tanks and discharge it into 1,600-hushel Fairbanks Hopper Scales, whence it goes to boats through the before-mentioned spouts. The car-shed is provided with rolling steel doors, metal frame and wire-glass skylights. All windows and doors throughout the structure are fireproof. The floors and roofs are either monolithic, reinforced concrete, cast in place, or a cement finish on reinforced portable cement slabs or tile supported on steel work. The leg casings and spouting are all made of sheet steel.

In the electric equipment, both the power and lighting, no expense has been spared. Motors and wiring of ample capacity and lights to dispel the darkness and make the operation of the plant safe and efficient, have been carefully installed.

The plant is a credit to the owners, the Canadian Pacific Railway Company, and to the contractors and designers of modern fireproof elevators, the Barnett-McQueen Company, Limited, of Fort William, Ontario.

The editor will welcome communications or technical articles relating to the grain trade.

While various bills of lading containing various illegal provisions have been in use for many years, no particular hardship resulted to shippers therefrom, for the reason that carriers did not attempt to enforce the provisions of such bills of lading, and for the further reason that bills of lading were not so generally used in many instances, a simple receipt being given and used in lieu of a bill of lading.

A brief review of the conditions which led up to the present uniform bill of lading is interesting, as explaining the reasons that actuated the Interstate Commerce Commission in promulgating it.

In the year 1904 the trunk lines published in the Official Classification No. 25 a bill of lading which they attempted to require the public to use, effective January 1, 1905. Objection was raised thereto, and a joint committee of ten, consisting of five representatives of shippers and five representatives of railway companies, was appointed to consider and arrive, if possible, at a just conclusion and settlement of this bill of lading matter.

Many conferences were held and various hearings had before the Commerce Commission, the last one of which was at Washington on October 14, 1907, wherein the various grain exchanges, representatives of shippers and shippers' associations protested against the present bill of lading and pointed out clearly its many defects. Notwithstanding these protests, however, the present bill of lading was promulgated by the Commission as being the result of the agreement of the committee of ten above referred to.

This committee of ten was further charged with the duty of securing the enactment of this bill of lading into a law, or of a law that would cover a bill of lading.

Section 20 of the Interstate Commerce Act requires the railway companies to issue a receipt, or bill of lading, for property received, and it further provides that they shall be liable to the lawful holders thereof for any loss, damage or injury to such property while in the course of transportation. The law, however, does not give the Commission any power to make a bill of lading, and its offices in this instance were merely those of an intermediary, acting in the interests alike of the shipper and the carrier, and the bill of lading thus promulgated by it is merely recommended for use alike to the shipping public and the carriers.

A peculiar significance attaches to the present bill of lading, because its use is made obligatory unless the shipper is willing to pay a penalty of 10 per cent higher than published tariff rates. This penalty clause was no part of the Commission's recommendation and did not at any time enter into the discussion of the bill of lading. The purpose of the railway companies in adopting the penalty clause was to force the public to use this bill of lading. The legality of this penalty clause is doubtful. To be lawful it must be shown that the grain rates as at present published were predicated upon a limited liability of the carrier, and it is very improbable that this could be shown to be a fact. On the other hand, we are satisfied that it could be shown that the grain rates were promulgated contemplating the full liability of carrier in transportation.

The bill of lading contains many objectionable features, some of which are clearly illegal and which we will briefly consider.

First. Section 1 of the bill of lading provides that the carrier shall not be liable for differences in weight of grain or seed caused by natural shrinkage or discrepancies in elevator weights. This condition we hold to be unreasonable. (a) Because it is a question of fact whether there is or is not a natural shrinkage of grain, and any claim arising from a loss in transit should be adjusted on its merits and there is no warrant in law or reason for any deduction of an arbitrary amount, usually one-half or one-quarter of one per cent. In other words, claims for loss of weight of grain in transit should be treated on their merits without any arbitrary deduction. (b) As to discrepancies in elevator weights, that also would be a question of fact. Such discrepancies might arise from various causes and the carrier cannot absolve itself from its obligation to deliver a like quantity of grain as received by inserting such a clause in its bill of lading.

Second. Section 3 provides that the basis for the computation of any claim for loss or damage shall be the value of the property, being the bona fide invoice price, if any, to the consignee.

This does not provide for reparation in cases of claims arising from the failure of the carrier to deliver grain sold on contract, the essence of which is the time of delivery. That is to say, if grain sold to be delivered in the city of New York in December and shipped from Chicago, say, December 24, were wrecked, so that it could not be delivered by the last day of December, the seller could not fulfill his contract with the buyer, the loss sustained by the seller in buying in the grain should be paid by the carrier, and the invoice price of the grain should not be the basis of settlement. In equity there could be but one basis of settlement; namely, to cover the loss sustained by the seller, caused by the failure of the transportation company to deliver the grain.

The same section further provides for the settlement of claims on the basis of the invoice price at the place and time of shipment.

In the case I have above cited, the settlement must be predicated upon the price at destination, as the grain would be deliverable in New York and the contract based upon the value of the grain at New York and not at the place of shipment.

Still, further than this, the same section provides that claims for loss or damage must be made to the carrier at the point of delivery or the point of origin.

This is entirely impracticable, as the shipper, or the owner, of the grain, or the claimant, might be located at neither the point of origin of the shipment nor the point of delivery of the same, and to compel a shipper located in Chicago to present his claim at either Omaha or New York, as the originating or terminal point of the shipment, is both unreasonable and impracticable.

And still further, this section provides that unless claims are so made within four months after delivery of the property the carrier shall not be liable. This feature is clearly illegal, as the carrier has not the power to prescribe the statute

of limitation under which a claim against it may be presented. The law does that and the carrier cannot by inserting a clause in this bill of lading change the law.

Third. Section 4 gives the right to the carrier to deliver property to a public warehouse without any provision for notice to the consignee of the arrival of the property at destination and for a reasonable time for the removal of such property after the notice is given.

There are other features of this bill of lading that are alike objectionable that we will not take the time to consider in detail.

Now, this bill of lading is a law—as much of a law as a rate or any other law upon the statute books—and must be enforced by the carrier in all particulars.

Prior to this time, when the actual carrying rates were published tariff rates and the law compelled a strict adherence on the part of the carrier to all of its published rules and regulations, the features of the bill of lading were not so material, but now, in the evolution of transportation, conditions have changed and the carrier may not deviate from its lawfully published rules in any particular. Therefore, it is of the utmost importance to the shipper to see that such rules are fair, just and reasonable and that your legal rights are fully conserved thereunder.

Notwithstanding the defects of this bill of lading, it has been accepted for use by substantially all the shipping interests. The reasons for so doing may be briefly stated.

First. Because the bill of lading is the best that can be secured for the present.

Second. Because the Commission has earnestly endeavored to secure by conference a fair bill of lading, which it has no power to order. And, further than this, we expect that the joint conference committee, under whose auspices this bill of lading was framed, will continue its work.

We propose to co-operate with other exchanges, business organizations and with this committee in an effort to eliminate the objectionable features of this bill of lading and, if successful, to unite in making the same a law or securing the passage of a law which will give the power to the Commission to prescribe a bill of lading.

In this work we want the assistance of the Illinois Grain Dealers' Association. We want to secure a fair and reasonable document that will conserve the interests alike of the shipper and the carrier, that shall be simple in its terms, universal in its application and fair security for your property while in the course of transportation. In doing this we propose to proceed in an orderly manner, seeking the assistance of the railway companies through their appointed committee and by our united efforts get a bill of lading that will be just and equitable in its terms to all parties in interest.

Our work to be of permanent value must be constructive. We do not want and will not participate in any radical legislation or advocate any measures that will not be beneficial alike to the shipping public and the railway companies. The interests of one are the interests of the other.

The relation between the shipping public and the railway company may be likened to that between a man and his wife. We are tied and must live together. Let us get upon some common ground, where we can serve each other's interests and live together and work together peacefully and harmoniously. There is no use of our applying to the divorce court. It cannot afford us any relief.

We must realize that there is a tremendous evolution in the making of rates and in the application of rates going on and it is going to take a considerable period of time to work out all the various changes necessary to remove the discriminations that have grown up under the old system which has prevailed for so many years.

If we approach this work in the right spirit and show a willingness to co-operate with the railway companies in bringing about better conditions of transportation, we will succeed in securing just rules, rates and regulations that will be of lasting benefit for all time to come. To this work and to this end we invite your hearty co-operation.

The Oklahoma Supreme Court has sustained the validity of the state anti-trust act. Injunctions were asked for against the Long-Bell Lumber Co., the A. N. Showalter Lumber Co., Butts Bros. Lumber Co., the Oklahoma Milling and Elevator Co., the El Reno Milling and Elevator Co., the Kingfisher Milling and Elevator Co., A. T. Haines, and the Burris Milling and Elevator Co., and other companies, claiming that they had formed a pool to control rates and business in violation of the Oklahoma territorial laws. The lower

court denied the petition on the grounds that the territorial law was invalid because it conflicted with the Federal law, and Oklahoma being a territory, the Federal law was in full force here. The Supreme Court reverses this ruling and remands the case to the District Court of Kingfisher County for trial.

DEATH OF H. W. CALDWELL.

Having been an invalid for a number of years, Henry Wallace Caldwell, president of H. W. Caldwell & Son Company, Chicago, engineers, etc., died at his home at Redlands, Cal., where he had lived for some time in the hope of recovering his health. He was buried at Crown Hill Cemetery, Indianapolis, the funeral taking place on December 28.

Born in Bath County, Kentucky, in 1843, the son of a Presbyterian minister, Mr. Caldwell was



THE LATE H. W. CALDWELL.

given a collegiate education, which was, however, interrupted by the Civil War. Although very young, he enlisted and was made lieutenant in Company B, 10th Kentucky Cavalry, seeing active service in Kentucky and Tennessee. After the close of the War he went to Indianapolis to engage in business, residing there a number of years. During this time he was for a number of years general superintendent of the Indiana State Board of Agriculture, and in this capacity he had charge of the exposition buildings at the State Fair Grounds, which were among the first buildings of that character erected in the United States.

Afterward Mr. Caldwell engaged in the grain elevator business and, of course, became interested in the mechanical devices used in such establishments. His particular attention being directed to the moving of grain by means of conveyors, he turned his efforts especially to the improvement of the screw, or spiral, conveyor, which was then a very crude device and ordinarily manufactured by hand by the millwrights equipping the elevator. In 1875, therefore, Mr. Caldwell patented and commenced at Indianapolis the manufacture of the Caldwell Conveyor; and for thirty-three years his name has been associated with the manufacture of this special type of conveying apparatus.

For some time he carried on the manufacture of this conveyor in connection with the business of building grain elevators; and in furtherance of the joint line of activity he removed in 1886 to St. Louis. After several years the grain elevator contracting department was discontinued, and Mr. Caldwell gave his entire attention to the manufacture of the screw conveyor and other ma-

chinery for the conveying and elevating of materials and for the transmission of power.

In 1881 he removed to Chicago, establishing himself first on Canal Street, between Washington and Madison Streets, which at that time was the home of a number of firms engaged in the mill-furnishing and elevator-supply lines. The history of his business since has been one of steady growth and increasing popularity. In 1892 the business was incorporated, at which time his two sons, Frank C. and Oliver N. Caldwell, became associated with him.

In 1865 Mr. Caldwell married Hannah A. North, whose death occurred eight years ago. In addition to the two sons mentioned, he left surviving his daughters, Julia C. Caldwell and Mrs. Dwight M. Swobe, both of whom reside in California. He was a member of the Presbyterian Church, of the Loyal Legion, an association of of-

GRAIN WEIGHERS' ANNUAL DINNER.

It is not all work and no play with the Chicago Board of Trade Weighing Department. Nor is it impossible to set aside the cares of office or shelve momentarily the tally man's sheet and relax under the friendly eyes of a well-loved chief. Wm. J. Saunders could tell you that. He knows; for in a good-natured way, in responding to his toast, he attacked his ancient enemy, the railroad man, and had many wise counsels to give on how to properly conduct a weighing department. He had wise saws, too, and circumstances that were enjoyed and applauded; and it was all in the play.

The play, and incidentally the dinner, was given at the Palmer House the evening of December 19.

Chief Foss and Assistant A. E. Schuyler, as usual, had left nothing undone that could add to

Internal Revenue shows a decline of 40,000,000 of gallons in the distillation of grain spirits, chiefly whiskey. He explains that the prohibition movement, the high price of grain and the compact agreement among distillers to limit the quantity of distilled liquors are the causes of this decrease.

RICE HARVEST.

The Texas rice harvest was finished about Christmas time, and is estimated at 2,000,000 sacks of four bushels each, or 8,000,000 bushels. The quality is unusually good. The yield ran from 60 to 80 bushels to the acre, the cost of production being about 25 cents a bushel; selling price about 80 cents.

The Japanese are the most thrifty rice growers in Texas. There are several colonies of these



THE CHICAGO BOARD OF TRADE WEIGHING DEPARTMENT, IN ANNUAL DINNER, DECEMBER 19, 1908.

ficers who served in the Northern Army during the Civil War, and of Grant Post G. A. R.

Mr. Caldwell's long-continued connection with the manufacture of machinery and the large proportions to which the business has grown made him one of the prominent figures in the machinery world, by whom he was recognized as one of the great specialists of his time.

G. P. Foaden, of the Khedivial Agricultural Society at Cairo, informs Consul-General Lewis Morris Iddings that the area under corn in Egypt is 1,261,186 acres. He adds: "No statistics are available to show average yield, but it is probably about 36 bushels per acre, the best lands giving 60 bushels. It is harvested by cutting by hand, removing the cobs by hand, and exposing to the sun to dry. The seed is generally beaten out by sticks, sometimes by a sheller. There is no export trade; in fact, corn is imported from the United States in some seasons. It constitutes the staple bread food of the lower classes. The price locally varies; in recent years it is about \$4 per sack of 5½ bushels of shelled corn."

the attractiveness of the holiday occasion. The music was there—the weighers brought it with them—the flowers, the remembered guests and, above all, the spirit of good-will and hearty welcome, which is an intangible and persistent spirit at each of the weighmasters' annual dinners.

One of the pleasant features of the evening was a gift of a handsome Bible, expressive of esteem and good-will of the men of the department (not the officers) to H. N. Sager, president of the Board of Trade, who was present and who has always been a loyal friend of the boys of the department, and who, though taken by surprise, accepted in a touching reply.

The menu was all that could be desired and every moment, from arrival to the close of the dinner at 11 o'clock, was an enjoyable one. The speakers of the evening, in their order, were: Herbert N. Low, Hon. L. J. Pierson, Secretary George F. Stone, Wm. J. Saunders, Frank B. Rice, Edw. Andrews, S. W. Strong, Judge F. L. Fake, George Metcalf, H. A. Hillmer and Judge Walker.

The yearly report of the Commissioner of the

planters in the Gulf Coast region of the state. One of the largest is at Webster; another colony is at Deepwater, about six miles from Webster. These farmers give much more attention to the crop than the average American planter, and as a result they obtain twice the yield. Many of the Japanese rice planters in this region obtained from 20 to 25 barrels of rice an acre this season. The quality is better than the ordinary run of rice, and top prices are obtained for the product.

George H. Hunter of Wellington is promoting a movement to have the Kansas Legislature appropriate \$100,000 to supply new seed wheat to Kansas farmers. It is proposed to establish one or two seed wheat farms in each county of the state, which will take the seed supplied by the state and return to the state therefor a certain percentage of the resulting crop, which would be distributed for the next crop. "What Kansas needs," he says, "more than anything else is fresh seed. The hard wheat which we now raise is the Russian wheat. But it deteriorates a little each year. To keep up the high standard it is necessary to import new stock."

WESTERN GRAIN DEALERS' ASSOCIATION.

A called meeting of the Western Grain Dealers' Association was held at Fort Dodge, Iowa, on January 6. J. C. Lincoln, president of the National Industrial Traffic League and also traffic commissioner of the Merchants' Exchange of St. Louis, addressed the meeting on the subject: "The Proposed Readjustment of Grain Rates from Northern Iowa to St. Louis."

The questions offered for consideration were:

(1) Shall the Western Grain Dealers' Association file a formal complaint and request a hearing by the Interstate Commerce Commission on the ten per cent penalty clause of the uniform bill of lading?

(2) Shall the Western Grain Dealers' Association file a formal complaint and request a hearing by the Interstate Commerce Commission on the shrinkage allowance proposition of the uniform bill of lading?

(3) Shall the Western Grain Dealers' Association prepare and present a bill to the State Legislature holding railroad companies liable for damage done by them to elevator property located on their right of way?

The meeting was called to order in the office of Ware & Leland at 2:30 p. m. by President J. A. Tiedemann of Sioux City. After stating the reasons for calling the meeting and before proceeding with the subjects for discussion Mr. Tiedemann announced the following committees:

Arbitration—Jay A. King, Nevada; E. L. Ericson, Stony City; G. L. Graham, St. Louis.

Legislation—B. A. Lockwood, Des Moines; J. W. Gilchrist, McGregor; B. B. Anderson, Estherville, ville.

Scale Inspection—L. J. Button, Sheldon; H. S. Greig, Estherville; Julius Kunz, Westley.

Transportation—O. A. Talbott, Keokuk; C. K. Liquin, Clinton; L. Maack, Walcott.

Terminal Markets—Geo. A. Stibbens, Red Oak; C. D. Sturtevant, Omaha; E. M. Cassady, Whiting.

Grain Improvement—M. McFarlin, E. A. Fields, Sioux City; M. E. De Wolf, Spencer; S. J. Clausen, Clear Lake; E. S. Westbrook, Omaha; Alfred G. Remley, Anamosa; C. H. Harris, Bartlett; R. B. Carson, Moulton; J. E. Kennell, Fremont.

E. J. McVann, secretary of the Omaha Grain Exchange, spoke upon the question of the new bill of lading. He did not think that dealers would have the trouble with the new bill which they were anticipating. One special feature in favor of the bill was that whereas formerly in case of loss to the shipper for shortage or otherwise it was necessary for the shipper to prove the negligence of the railroads, now it was up to the railroad company to show that they had not been negligent. In closing he expressed the opinion that the matter could best be handled through the National Industrial Traffic League.

J. C. Lincoln addressed the meeting as follows:

As is known to many of your members, for the past seven or eight months there has been a very decided pressure brought to bear upon the carriers operating in northern Iowa looking to a readjustment of rates on grain from that territory to St. Louis versus Chicago, and, I presume by reason of my association with the Merchants' Exchange of St. Louis, a market that would be most adversely affected were the proposed scheme consummated, has occasioned the request that I address you gentlemen on this subject.

In addressing myself to the subject it is not proposed to deal with the rates in and of themselves, that is, as to whether they are too high or too low, taking into consideration the cost of transportation; but to the contrary, I propose to deal with the relative adjustment. The very plausible excuse set up by those parties contending for a readjustment is the comparison of rates into and out of Chicago with the rates into and out of St. Louis to the consuming territory located south of the Ohio River, and the relative distance from northern Iowa points to Chicago as compared with the distance to St. Louis, notwithstanding the fact that the short-line distance from this Iowa territory in controversy to the major portion of the South and Southeast is via St. Louis.

When we go beyond the plausible excuse offered for the readjustment we reach the ulterior motive, and that is a complete control by the Chicago market of the grain production of north-

ern Iowa, their selfishness extending to that point that they not only wish to increase the advantage which they now enjoy to certain territory, but they also wish to deprive the St. Louis market of such natural advantages as it now enjoys to a certain other territory and through this advantage to control not only your business but the selling of grain.

It is a well-known fact that the greatest consumption of grain is on the seaboard and in eastern territory; that the great bulk of our grain moves from the West to the East; that by reason of its water facilities Chicago practically controls the eastern markets and by reason of its natural advantages the lines of least resistance from northern Iowa being via Chicago to the East, it enjoys a decided advantage for the handling of grain from Iowa territory to eastern territory. By reason of these various conditions Chicago enjoys the distinction of being the largest grain market, although, by geographical location, considering the grain-producing and consuming territories together, St. Louis is a more logical point. While St. Louis enjoys the distinction of being the second primary market as to the handling of grain, the comparison might well be illustrated by placing one of Chicago's skyscrapers alongside an eight-story structure.

As to the Rate Adjustment.—While through rates are provided from stations in Iowa west of Des Moines on the Rock Island Railway and north of the main line of the Rock Island Railway to St. Louis, ranging from the same as the rates applying to Chicago to 2½ cents per 100 pounds higher than the rates applying in Chicago, the rates from Chicago to the East are 3 cents per 100 pounds less than the rates from St. Louis to the East, thus giving to the Chicago market an advantage, where grain moves to the East, where the bulk of it does move, of from 3 cents to 5½ cents per 100 pounds. We admit that the distance from central and eastern Iowa to Chicago is less than the distance to St. Louis, but from points west and northwest of Des Moines the distance to St. Louis is approximately the same as the distance to Chicago. From this territory it has been customary, until recent years, where through rates are established, to apply the same rates to St. Louis as are made to Chicago, but, due to the influences which have been at work for the upbuilding of Chicago, this basis has been departed from to the disadvantage of the St. Louis market and your ability to reach that market, notwithstanding the fact that as to other classes of freight the old relative adjustment has been continued.

It is our contention, as representing the St. Louis market, and should be your contention as a shipper seeking the very best prices for your grain, which can only be secured by the benefits of competitive markets, that there should be no change in these rates which would have the effect of increasing the difference as between Chicago and St. Louis, but, to the contrary, the former basis should be re-established, and, on that point, the Federal Court has held:

"In judicial proceedings involving the question of rates, the court must keep in view the interest of the public in competition, with the more favorable prices which it brings, and the keeping open of the large markets to all points of production and supply."

In line with this opinion, while from a portion of the territory the distance employed in transporting grain to the market may be advanced as an argument for an increase in the rates to St. Louis, in view of long-past practices and customs of the carriers in other directions, it would not, in my judgment, be a forceful argument.

It has been the contention that the present adjustment has had the effect of diverting from Iowa territory to St. Louis grain to which Chicago felt she was entitled. By what divine right the dealers in Chicago feel that they are entitled to all of the business—for St. Louis only handles a small portion thereof—I do not know. Let us analyze and see to what extent Chicago is adversely affected. We find that in the year 1907 the receipts at Chicago were as follows:

Corn, 125,159,000 bushels; oats, 93,906,000 bushels; total, 219,065,000 bushels; whereas, during the same period, the receipts at St. Louis were, corn, 35,117,000 bushels; oats, 30,195,000 bushels; total, 65,312,000 bushels; or, in other words, the receipts at St. Louis were less than 30 per cent of the receipts at Chicago. Can it, therefore, be said with any justice to St. Louis as a central distributing point for grain that it has adversely affected Chicago to a greater degree, or to as great a degree as a competitive market is warranted in drawing grain from common territory? We also find that during the year 1907 the shipments of corn and oats from Chicago to the East by rail were approximately 107,000,000 bushels, and by water 51,000,000 bushels, or a total of

158,000,000 bushels, or practically two and one-half times as much grain as the entire St. Louis business.

As another illustration we will take the Illinois Central Railroad, which has its own rails to St. Louis and Chicago. This line handled into Chicago during 1907, 26,127,000 bushels of corn and 13,901,000 bushels of oats; into St. Louis, for the same period, 261,800 bushels of corn and 2,080,000 bushels of oats; or, in other words, this line's carryings into St. Louis were less than 20 per cent of its carryings into Chicago.

The Chicago, Milwaukee & St. Paul and Chicago & North-Western roads, two typical Chicago lines from this northern Iowa territory, combined, handled into Chicago more corn and oats than all of the lines together handled into St. Louis. I pray you, therefore, tell me how it can be contended that the St. Louis market is so elevating the prices on your grain as to unduly influence the movement of grain into St. Louis. Possibly it is their desire to eliminate this competition and thus increase their profits.

Much has been said as to the influence of the St. Louis market on oats from northern Iowa. An analysis of the 1908 report shows that we handled of oats into St. Louis 25,716,000 bushels, a shrinkage in our receipts of approximately four and one-half millions of bushels. During the same period there was handled into Chicago 92,529,000 bushels of oats, a shrinkage, as compared with the previous year's receipts, of about 1,400,000 bushels.

It seems to us, therefore, that you, gentlemen, instead of being confronted with a proposed advance in the rates to St. Louis, in order that you may enjoy the benefit of competition and that the grain traffic may not be concentrated at one point, are more fairly entitled to a reduction.

I admit that from a large part of the territory involved some of the carriers do not reach St. Louis with their own rails, except in so far as there may be a community of interest through ownership of stocks and bonds, and that it is probably to the interest of certain lines—a selfish interest—in order to secure the long haul and entire earnings, they would like to see an adjustment that would prevent grain moving to St. Louis and prevent your receiving the benefit of competition afforded by the St. Louis market, but along those lines I wish to say that the officers of these roads cannot exercise their wishes when contrary to the public policy.

A case in point along this line of thought is suggested by an opinion rendered by the Federal courts:

"A carrier cannot lawfully establish and maintain an adjustment of rates which in practice prevent shippers on its line from availing themselves of a primary market which they have long been using and confers a substantial monopoly on a new market in which, for reasons of its own, it has greater interest."

My discussion so far has been with more particular reference to where through rates and through routes to St. Louis now obtain, but there are a large number of towns in Iowa located upon roads whose interests are not in sympathy with the movement of grain to the competitive market of St. Louis. As to those lines negotiations are now pending for the establishment of through rates and you dealers who are interested in the establishment of such through rates should use your influence and co-operation in harmony with such plans.

Under past practices—and I know whereof I speak—it has been the policy of different carriers to so operate and adjust their rates as to control the maximum amount of business to their rails and the longest haul possible, but, with the enactment of the new amendment to the interstate commerce act, placing with the commerce commission the power to establish through routes and joint rates, the situation formerly existing has been changed, and apropos thereof I have in mind a recent decision by the commerce commission:

"An interstate carrier, in order to build up enterprises of the same character on its own lines and to prevent the trade of the local industries from being displaced by the competition of manufacturers of the same commodities on connecting lines, cannot deny to industries on the lines of such connections the benefit of through routes and joint rates; nor is the fact that the revenues of the carrier may be reduced by establishing such through routes and joint rates a material consideration.

"It may be laid down as a general rule admitting of no qualification that a manufacturer or merchant who has traffic to move and is ready to pay a reasonable rate for the service has the right to have it moved and to have reasonable rates established for the movement, regardless of the fact that the revenues of the carrier may

be reduced by reason of his competition with other shippers in the distant markets; and he has the right also to have the benefit of through routes and reasonable joint rates to such distant markets if no reasonable or satisfactory through routes already exist."

In thus laying these matters before you for your thoughtful consideration I have in mind not only that the St. Louis market is entitled to participate in this grain traffic on equitable and reasonable terms—no more and no less—and that you as shippers are entitled to equitable and reasonable rates for the purpose of reaching a large commercial market that you may secure your best prices through competition created thereby, and any effort which may be successful in spreading the present difference instead of reducing the difference will operate to your disadvantage.

I might go into a multitude of comparisons of rates, relative rates, et cetera, but I do not consider it material at this time.

[Mr. Lincoln then devoted some time to the discussion of the new uniform bill of lading and the objections urged against it. An able argument, the printing of which here, owing to the crowded condition of these columns, is deferred for the present. Then, taking up legislative matters, he continued:]

Legislation.—While we feel that there has been, possibly, too much legislation directed against corporations, particularly railroad corporations, measures that were extreme in character, and which we deplore, it does not follow that no legislation is necessary. In the conduct of our business we have found that there are some conditions with which we are confronted that are not provided for in the interstate commerce act, and reasonable legislation along the lines that we have to suggest should be incorporated as amendments to the Act. Honorable Chas. E. Townsend of Michigan, a talented member of the house committee on interstate commerce, has introduced into the House three bills proposing amendments to the interstate act to which I wish to call your attention, and which should be supported by your own and all similar organizations.

The first is Bill H. R. 22901, proposing to give to the interstate commerce commission the power, in its discretions, of suspending a tariff proposing an advance in rates pending a hearing of parties in interest. Under the present law the commission has no jurisdiction in the matter of rates until after the rates have become effective and then only upon formal complaint and after due hearing. Federal courts have in some cases assumed to take jurisdiction by the granting of injunction. In nearly all of these cases, as their jurisdiction is limited in scope, discriminations as between persons and communities have been created. Other Federal judges have declined to assume jurisdiction and have referred complainants to the Interstate Commerce Commission. We feel that as the Commerce commission, as a regularly organized body created for the purpose of examining into rates, is familiar with rate-making, and as its jurisdiction extends throughout the United States, it is the proper body before whom complaint should be taken of contemplated changes, as well as changes already made, to conserve the interests of all parties. The commission should not, and I do not believe it will, exercise its power as contemplated under this amendment to estop all rates on a mere complaint, but will require a prima facie case; and if the proposed adjustment is so far reaching that innumerable shippers are involved or various communities, they will then suspend the tariff. Needless litigation which has been going on in the past could be avoided. Both the shipper and the carrier should have sufficient confidence in the commission to feel assured that justice will prevail. The commission is certainly much better informed upon rate matters and can deal with such questions with more equal justice to all concerned than the Federal courts.

The proposed amendment should by all means be adopted, and much of the hue and cry against the railroads that exist to-day by reason of advances made throughout the United States, had such a law been operative, would be avoided. If the carriers wish to advance their rates and can justify same, they should be able to do so show their justification.

Bill H. R. 22902 pertains to the routing of freight. At present time if the carriers are incorporating in their tariffs a rule to the effect that the absolute and unqualified right of initial carrier to rout freight is reserved to such carrier. We contend that where carriers advertise various shipper should have the right to select the route over which he desires to forward his property. You in your experience have found that better service can be rendered via one route than via another; that better attention is given

to you by representatives of certain lines. Therefore, you should be privileged to make use of such lines. We further contend that where the initial line controls the routing it has the same force and effect as the pooling of tonnage or a division of traffic.

Bill H. R. 22903 relates to responsibility of carriers for rate quotations. The present law provides that the only legal rate is the published tariff rate as on file with the commission at Washington. The shipper is assumed to have as much knowledge thereof as the carrier. This is necessarily an impossibility, although the responsibility for the use of incorrect rates rests upon the shipper as well as upon the carrier. Owing to the mass of tariffs on file at the ordinary station and the arrangement thereof, it would be a difficult matter for the shipper, from his examination of the tariffs, to determine what is the legal rate. In the course of business he naturally relies upon the agent of the carrier for his rate. The purpose of this bill is to require that where the agent of the carrier quotes a rate in writing, or inserts a rate in a bill of lading, his company shall be responsible therefor, and in the event that an erroneous quotation has been made, protection shall be secure through the instrumentality of the Interstate Commerce Commission, and in order to avoid collusion as between shipper and carrier the arrangement must be surrounded with the necessary safeguards.

These three measures have been and are still receiving very careful consideration. We believe you are each and every one interested and in the consummation of the principle sought and I hope, therefore, you will endorse these measures.

The question was discussed: "Shall the Western Grain Dealers' Association prepare and present a bill to the state Legislature holding railroad companies liable for damage done by them to elevator property located on their right of way?" It was shown that, although railroads had raised their rents for parcels of ground, yet in the conditions of their leases they had cut out all rights of the renter as to recovery of damages resulting from loss to the elevator property. The subject was referred to the committee on resolutions.

B. A. Lockwood, Des Moines, read the report of the committee on resolutions. It was adopted as follows:

RESOLUTIONS ADOPTED.

Whereas, It has come to the knowledge of the Western Grain Dealers' Association that the carriers handling grain from Iowa points to Chicago, Ill., and St. Louis, Mo., propose to advance the rate upon grain to St. Louis, Mo.; and

Whereas, There has been for many years past a relative adjustment of rates upon grain from said Iowa points to Chicago, Ill., and St. Louis, Mo., under which the advantage of competitive markets and its resultant beneficial prices has been obtained; and

Whereas, An advance in the rates upon grain to St. Louis, Mo., or an increase of the difference in the rates to St. Louis vs. Chicago would operate against the more favorable prices which results with the keeping open of large markets to all points of production, and would operate against the growth of grain and public policy; and

Whereas, An advance in rates to St. Louis, Mo., would prevent shippers from this territory from availing themselves of a large primary market which they have long been using, and would confer a substantial monopoly of our grain production by other markets; be it, therefore,

Resolved, That the Western Grain Dealers' Association in convention assembled at Fort Dodge, Iowa, on January 6, 1909, do protest against any change in the rate to St. Louis, Mo., that would have the effect to create a greater difference in the rate to St. Louis, Mo., as compared with the rate to Chicago, Ill., and that we will strenuously oppose by all lawful means any change in the rates that would operate to their prejudice or disadvantage.

Resolved, That the convention thank Mr. McVann of Omaha for his presence and his very interesting and instructive talk on the uniform bill of lading and collection of railroad claims and the new laws contemplated for the relief of the shipper.

Resolved, That the convention thank Mr. Lincoln of St. Louis for his presence and the very interesting and instructive paper and address on the railroad rates to the southeast, and on the uniform bill of lading, and of the work of the National Industrial League to restrict the railroads in their endeavors to make unjust rates and laws.

Whereas, Some railroad companies have discontinued the nominal value basis of rental of

station grounds for elevator sites and are now requiring a rental that is on a revenue earning basis, and include in such leases certain arbitrary conditions that are not in accordance with the common law liability; therefore,

Resolved, That the Western Grain Dealers' Association undertakes to effect an amicable agreement with the railroad companies in the matter of conditions of leases, if possible, and if railroad companies refuse to adjust these conditions to the satisfaction of this Association, that the matter be referred to the legislative committee of this Association for their consideration as to further action along the lines of legislative enactment.

The dealers present included B. A. Lockwood, M. McFarlin, E. L. Bowen, W. E. Ward, C. H. Casebeer, Des Moines; J. A. Tiedemann, Sioux City; E. R. McDonald, Waterloo; O. C. Talbott, Keokuk; O. O. Helgen, Ruthven; W. R. Grant, Gardiner; J. H. Charlton, Rolfe; H. Austin, Austinville; H. L. McCombs, De Sota; O. W. Maxwell, Hampton; A. H. Ehmke, Pioneer; A. K. Doorley, Cedar Rapids; E. W. Taylor, Mason City; John Knoke, Knoke; J. J. Mell, Stony City; O. M. Johnson, Huxley; P. J. Harvey, Gowrie; E. A. Armstrong, Fort Dodge, representing Ware & Leland, Chicago; E. G. Cool, representing T. E. Wells & Co., Chicago; J. C. McGinnitie, representing E. W. Wagner, Chicago; G. L. Graham and Geo. B. Marble, St. Louis, Mo.; E. H. Moreland, representing E. A. Brown & Co., Luverne, Minn.; E. J. McVann, representing the Omaha Board of Trade.

BUFFALO HARBOR CONDITIONS.

At December 20 Buffalo harbor was blocked with grain boats, no less than 55 vessels carrying approximately 16,000,000 bushels of grain lying inside the breakwater waiting for their turn to be taken to the elevators to be unloaded. The grain stored in the elevators and boats represented about \$30,000,000, one-third of which was consigned to be used in local flour mills, cereal plants and linseed oil enterprises. Of the 55 boats laden with grain, 34 were tied up inside the outer breakwall and it was expected would probably remain there with their cargoes until late in the winter. This condition breaks the Buffalo record for fall detentions.

Included in the grain in holds and in the elevators are several million bushels of durum for export, 2,000,000 bushels of flaxseed, 8,000,000 of Duluth wheat for domestic trade, 9,000,000 bushels of Canadian wheat in bond for export, 6,000,000 bushels of Canadian wheat for local use and 2,000,000 bushels of barley for use in Eastern breweries.

Every available bit of dockage in Buffalo is being used to tie up boats for the winter, but the limited dockage makes it necessary to keep 34 of the larger boats docked against the outer breakwall where a severe storm might result in heavy damage. In speaking of a remedy for the limited dockage a prominent grain man said to a local reporter:

"There is immediate need for improvements in the dockage in Buffalo, and the improvement of the Buffalo River would result in a great benefit to the city. At the present time every bit of available dockage in the city is in use and still it is necessary for 34 big boats to tie up at the breakwall for the winter. Buffalo is advancing rapidly, but the people do not seem to realize it, otherwise they would take steps to make the improvements necessary to meet the existing conditions."

A newspaper correspondent at Mason City, Iowa, says: "Mangus Gallagher, who resides near Rockwell, this county, is making flattering claims for mammoth calico corn, which he has successfully raised this year. His field this year has averaged him 90 bushels to the acre, and its early maturity, nearly three weeks earlier than the dent varieties which are so common here, makes it almost a certain crop. He also claims for it remarkable feeding properties."

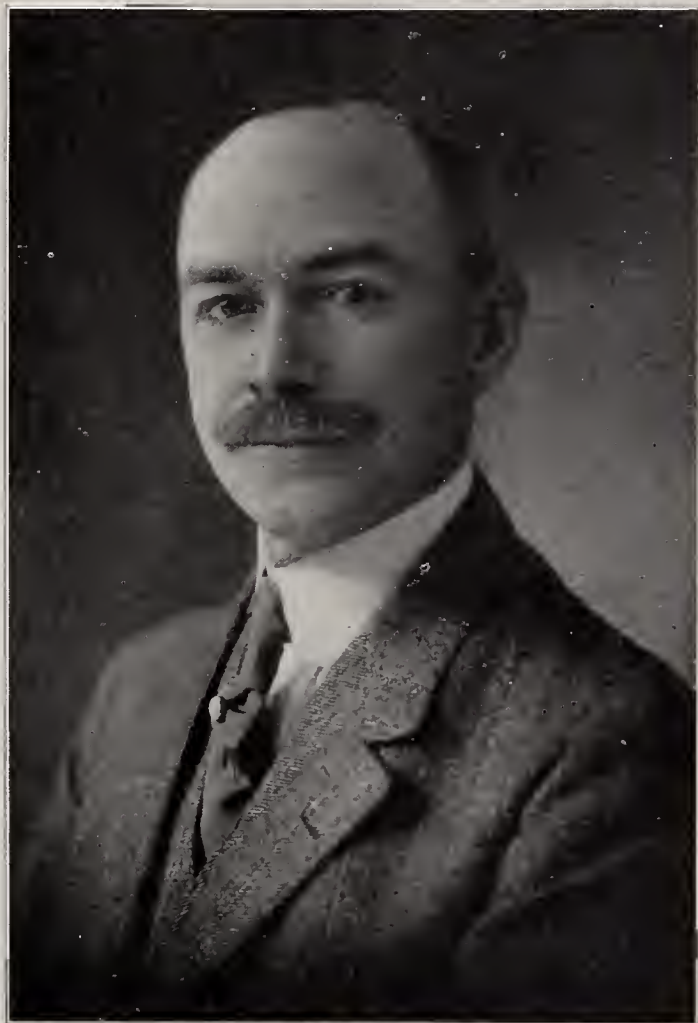
REMARKABLE GROWTH OF GRAIN CLEANER BUSINESS.

We publish herewith a portrait of A. T. Ferrell of Saginaw, Mich., manufacturer of the well-known line of "Clipper" Grain and Seed Cleaning Ma-

market a very large and extensive line of machines for cleaning and grading grain and seeds of all kinds, also peas, beans, flax, as well as machines for hand-picking beans and all kinds of coarse seeds, a mechanical bean picker known as the "Giant," also the Oxford Bean Polisher

The firm's plant, with a floor space of 64,000 square feet, is a model one, extremely neat always and complete in every detail. Visitors are always welcome.

The credit for creating this large business from a very small beginning is due Mr. A. T. Ferrell, who entered this line of business seventeen years ago, after several years' experience in a general store and two years handling grain and seeds in a small elevator at Shiloh, Ohio. The Clipper Cleaner, through his efforts, is now sold and used in every state in the Union and in a number of foreign countries, including Canada, Mexico, South America, Australia, Germany, England and France.



A. T. FERRELL.

chinery, and also reproduce a photograph of his working and office force.

and several styles of cleaners for handling green peas in canning factories, corn graders, etc. The most remarkable fact concerning the manufacture

On December 1 this firm closed its most suc-

HITS DISTRICT BUCKET-SHOPS.

The bill of Representative Campbell to prohibit bucket-shops in the District of Columbia was passed by the House on December 15 with only a few dissenting votes. The measure provides that any keeper of a bucket-shop in the District of Columbia shall, upon conviction, be subject to a fine of not more than \$1,000, or to imprisonment for not more than one year. A person convicted of the second offense shall be punished by imprisonment for not more than five years.

The bill defines the act of continuing the bucket-shop after the first conviction as a second offense. It further states that any person who shall communicate, receive, exhibit or display in any manner the quotations of prices of any securities or commodities with an intent to make any contract that is made unlawful by the act shall be subject to the penalties provided for the keepers of a bucket-shop.

The measure provides that all dealers must furnish a written statement of the price paid and the price at which securities or commodities are sold, and that any person refusing or failing to do this within twenty-four hours after the contract is made shall be deemed guilty of bucketing.

In discussing his bill, Mr. Campbell said it was drafted along the same lines as the laws which are working so effectively in many of the Southern



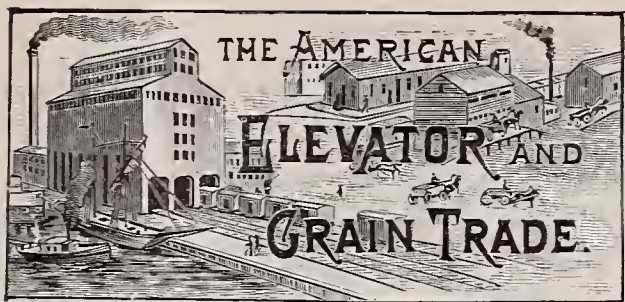
THE EMPLOYEES OF A. T. FERRELL & CO., SAGINAW, MICH.

cessful season, which rounded out with a total of 5,290 machines manufactured and sold for the year.

of this great variety of sizes and styles of machines is that nearly every machine manufactured is carried in stock, finished, and that any kind of machine can be supplied for immediate shipment.

A. T. Ferrell & Co. manufacture and put on the

states, and that it was very similar to the law recently put into effect in New York. The bill is also closely related to the Massachusetts law, be said.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JANUARY 15, 1909

Official Paper of the Illinois Grain Dealers' Association.

NATIONAL ASSOCIATION.

The new standing committees of the Grain Dealers' National Association, appointed by President Reynolds, are published on another page. The list of names will, we think, appeal to the reader as representing the very best working elements in the grain trade—men who are in the business because it is an honorable occupation and who would make it more honorable because it is their occupation.

It is a desirable thing to be part and parcel of this great body of men, representing the respectable and the respected side of a business of vast commercial importance and of imperative necessity for the speedy and economical distribution of enormous quantities of the raw foods among the peoples of the earth—upon whose shoulders is laid the further duty of preserving the surplus at harvest to supply the world's food necessities during the long months intervening before another harvest and to guard also the world against the famine that might result were no provision made by grain merchants against the event of a succession of unforeseen lean years.

It is a noble occupation; but like all legitimate occupations of great compass the grain trade is afflicted with its parasites, within and without, whose depredations fall alike on the producer and the consumer, between whom the grain dealer must stand, as well as on the dealer himself. It is to render both these classes of parasites innocuous and to drive them out of the trade organism that the dealers' state and national associations have been organized; and it is not, therefore, a dogmatic assertion to make that it is the progressive dealer's duty to belong to both associations and to contribute to the expense of their maintenance, just as it is his duty to

assist the police to suppress riot and to do his part otherwise to improve the physical and moral condition of the community in which he resides. These are the moral obligations of his citizenship and of his occupation, which, being a "true man," he cannot escape or shirk with honor.

INTEREST CHARGES.

The attitude of the Chicago Board of Trade toward the matter of interest on advances and on drafts drawn against grain sold f. o. b. shipper's track will appear in the report printed on another page. St. Louis has adopted Chicago's rule; and soon it will "go the rounds," the Sioux City Board having "joined the procession" on December 29.

It seems to us the principle back of this matter is exactly the same as that back of the matter of scaleage: the interest, like the scaleage, should fall on the ownership of the grain.

It will hardly be contended that the shipper owns the grain after it is put on board and he delivers to the buyer the bill of lading. Of course, the inspector and the weighmaster stand as ultimate umpires to determine the question whether the shipper has delivered the kind and quantity of grain; and the contract provides penalties for the failure of the shipper in either particular; but it does seem to us that the expense of delay in the physical delivery of the grain to the buyer should be borne by the grain or the carrier. Interest charges accruing because of delay in physical delivery should fall on the carrier, while those growing out of the adjustment of money differences between seller and buyer should fall on the party responsible therefor.

A NEW WRINKLE.

Shippers have doubtless discovered by this time that the use of the new uniform bill of lading involves a new wrinkle to which they are unaccustomed, but which must be looked to; and that is the requirement by the roads that grain shippers shall endorse all order bills "Permit Inspection," it being held by the carriers that the form of the B/L precludes the right of inspectors of grain and hay to break seals of cars to secure samples for grading purposes prior to surrender of the bill of lading to the railroad company; and unless consent for such inspection privilege be endorsed on the original bill of lading, or given in writing from the shipper, such inspection and sampling will no longer be permitted.

This is another "kink" that the roads have adopted for the annoyance of grain and hay shippers who hitherto have expected such shipments to be inspected and sampled as a matter of course without notation on their bills; and the new arrangement has already created no little embarrassment and loss by delays, demurrages, etc. Of course such inspection is imperative; and in most markets no attention is paid to the new wrinkle, but shippers must take the precaution to properly endorse their bills and so avoid all possible trouble.

Meantime Superintendent Murray, of the Cincinnati Chamber of Commerce, has presented the matter to the Commerce Commission, requesting an interpretation of the new provision so that official inspection may be allowed to proceed without delay in the event of omission of formal consent of shipper by oversight or otherwise. This communication included the following remarks:

"Inasmuch as it is understood that the work of securing samples by official inspectors does not have any relation to rights or interests concerned other than favorable to such interests and are protective and promotive of them, facilitating avoidance of loss of time when disposition of the property is concerned, our trade interests desire to have, if admissible, such interpretation of these provisions as may admit of the official inspection work to proceed promptly on arrival of the property, as heretofore, when cars are resealed immediately by the inspector. If you can issue an order on such lines and without delay it will be appreciated very highly by our officials and our members."

THE DEALER'S INTEREST.

The grain dealer's interest in the corn growers' propaganda of more and better corn is direct. Better farming in this country means, among other things, the feeding of more corn "on the place"—more "factory farms," which sell corn in the form of meat, dairy products and poultry. The West must make the meat, at least, of the country; must supply its own table with poultry and dairy products, and it must produce also corn and oats for New England, the East and Southeast as well. The call for more and more corn will not cease; but the West must supply, mainly from the lands now under the plow, the large increase in demand from year to year. Only better methods will give the additional yields that shall keep up the supply of grain that shall continue to flow through the current channels of the grain trade as grain and not in other forms.

Every helping hand, every stimulating thought, the grain dealer can give to the farmer that means more corn is a prop to his business of to-day, an extra stone to the foundation of his business of the future. He must ask himself, too, seriously and now, how far his own methods of doing business stimulate the farmer to greater improvement of his crop or tend to discourage the production of more and better corn and oats.

NO GOVERNMENT ELEVATORS.

The premiers of the three western provinces of Canada, who were importuned by the Grain Growers' Association of those provinces to take over the grain elevators of the West and operate them as government utilities, as noted in the December issue of this paper, on December 31 announced their rejection of the proposition as impracticable, owing to the "immense financial obligations involved."

This is a surprising view to take of this proposition, "considering," and seems to be a sort of dodge; for when a government can seriously contemplate the expenditure of millions of money to build a railroad through the wilderness to Hudson Bay in order to take a long chance on finding an outlet for two or three months in midsummer for wheat to

Europe, a little matter of running the grain elevators of the country ought not to be over-set by a mere matter of money.

ADJUSTING CLAIMS.

A new rule has been adopted to govern the action of railway claim agents in the territory east of the Mississippi and north of the Ohio rivers. It is as follows:

Grain in bulk, forwarded all-rail, claims for shortage will not be entertained unless it is demonstrated that such shortage is the result of wreck or defective equipment or transfer of the grain by the railroad companies en route, or other causes for which the carrier is liable.

If claims for shortage are properly payable as a result of the foregoing contingencies the full amount will be paid and the claimants will not be called upon to deduct the percentage from their claims as representing natural shrinkage.

There is but one entirely satisfactory thing about this rule, and that is the waiver of the "natural shrinkage." The remainder of the rule is too ambiguous to be considered calmly.

For example, are losses caused by the handling of loaded grain cars on a "gravity switch" caused by "wreck" or "defective equipment"? and so on down the line.

These arbitrary "rules" won't avail in the last analysis, of course, since the carrier is responsible for all loss and damage, no matter how it occurs; but such rules are enough to hector legitimate claimants into a surrender of their rights rather than suffer the annoyance and worry of delays, wranglings and the other devices that claim agents know so well how to employ to wear out their injured patrons when they want to do it, and that is probably the only reason they are resorted to.

Meantime, Mr. Shipper, look to the "equipment" and cooper properly, using cloth or paper linings to prevent leaks.

MORE COMPLAINTS.

Mr. Robert Patterson of the European International Committee on U. S. Grain Certificates apparently times his communication to American metropolitan newspapers complaining of American export grain inspection so as to help to create sentiment in Congress in favor of the McCumber or some other bill for "National Inspection," at least of export grain. Unfortunately for Mr. Patterson's and Mr. McCumber's plans, Congress is now nearing the close of the short session; and what with the multiplicity of matters always pressing on Congress at such a time and the diversions of a row between Congress and the President on the side, there is not the slightest danger of any attention being paid to Mr. McCumber's underdone inspection ideas.

Besides that, the grain trade—which doubtless will be consulted before such bills come to the limit of going to the White House for final approval, or at any rate should be—has lost interest in Mr. Patterson's side of this matter, and certainly will oppose any interference with the domestic inspection system to pull chestnuts out of a fire for the "foreign buyer."

Mr. Patterson says that his committee is

"staying its hand" before advising the trade abroad to stop buying by certificate and to demand rye terms. The great bulk of the trade in this country, those at least who handle the grain consumed at home (approximately 95 per cent of the total production), might, if asked about it, say, "Why wait? If your shippers from this side do not play fair, in spite of the check of the exchange inspectors, there can't be any objection to your demanding rye terms; but don't expect to get, even on those terms, grain of any better quality than you expect to pay for, that's all."

FOOD LAWS AND INSPECTION.

The exigencies of the administration of the pure food laws of the states and nation have given a new phase to the matter of uniform grain inspection both in the letter and act. The "Uniform Grade Rules" of the National Association constitute the only single standard there is; and it is easy enough to see that when the pure food commissioners of the various states begin to pass, on complaint, on the quality of grain sent into their states there must be some standard of quality to work from, or there will be chaos, out of which will be visible only the whim of the inspectors.

Dr. Wiley of the Agricultural Department, head of the Board of Food and Drug Inspection, as will be seen by his correspondence on this subject with a St. Louis firm, printed on another page, has assumed his top-loftiest official attitude which does not permit condescension to consider supposititious cases; but he does so far unbend as to declare that "no objection would be raised" by the Food and Drug inspectors to grain when up to the standard of the exchange certificates of purported grade and quality; but he can't even imagine what any state inspector would do under the same circumstances.

Of course not; nor can anyone else when barley-burdened oats are considered in the Southeast as "impure" feedstuffs! The fact, however, that the Association of State Chemists connected with the various departments of agriculture at the South, at the late meeting in Atlanta, adopted as their standards for the grading of grain those formulated by the Grain Dealers' National Association, and pledged themselves "to see that those standards are lived up to," ought to make at least the exchanges whose members do business in the Southeast take notice, independently of the fact that the absence of uniform standards for the guidance of Dr. Wiley's inspectors might be removed by legislation.

NO IMMEDIATE DANGER.

The Northwestern Miller, commenting with self-sublimated wisdom on Mr. Patten's recent purchases and present holdings of wheat, declares that—

A fair portion of the dear people and a larger portion of the politicians have rather had their eyes on the exchanges, with a more or less matured notion that a little reform medicine would not go amiss there. Furthermore, a large part of the grain trade itself has lost its love for spectacular markets with the trade paralysis attend-

ant thereupon. It is not, therefore, unlikely that about one more sensational wheat campaign will so focus attention upon the present bad system as to lead directly to the trade reforming its own rules or to the government taking action to eliminate the fictitious price, the gamble and the one-man market.

And the Record-Herald's "Speculative Gossip" declares this augury created "general comment." It does not appear that the Board closed the pit, however, nor changed the current of its affairs. There is such a thing as taking the Northwestern Miller seriously, not to say too seriously. No one more thoroughly enjoys the "concatenation of sweet sounds" than the editor of the N. M. enjoys the rattle of his own verbosity, especially when he is turned loose on a question of "refawm" that is no reform—only a perfunctory and, therefore, pleasing production of hot air, such as the Bellman might introduce at Wednesday afternoon literary thimble meetings. This is an old story with the Northwestern Miller ever since the bosses of the market ceased to be the big Minneapolis millers, but just the same it's all fudge—just stuff.

THE CORN SHOWS.

It may be that corn is to remain permanently King of American cereals, in so far as the quantity of its production entitles it to this exalted rank. The climate and the soil of many of our states are peculiarly suited to this crop; and the requirements of our industries call for a larger and larger yield year by year—the cereal mills, starch factories, distilleries, glucose works, etc., and, above all, the demand of the fast increasing population for pork and beef and the other products of the "factory farm" all indicate that the demand for corn will not cease to be urgent so long as the population's dietary habits remain practically the same as now.

But the area of the corn belt is fixed; and although the pressing population has not yet outrun the food producing capacity of the Nation's lands, it is approximating that condition and will outstrip it unless we improve our agricultural methods. Hence the Corn Expositions, which are something much more important than mere exhibitions of the results of man's pride of accomplishment, but rather are the first steps toward the relief of future millions who will occupy this country and must have food.

It is not a thing to cause pride, that, although the corn crop of 1908 in this country reached 2,643 million bushels, the average yield per acre was only 26.2 bushels, when a perfect stand of the prize corn shown at the Omaha Exposition (one ear to each of three stalks to a hill) would mean a yield of about 150 bushels to the acre. These expositions are the expression of a groping of the ambitious corn grower for that ideal—150 bushels per acre—and an encouragement to others to join the ranks of the progressives. The idea may not soon be reached by many; but the average of 26.2 bushels must be raised—doubled—or many poor people in this country will some day go hungry, or at least rarely see meat on their tables.

EDITORIAL MENTION

Don't forget to endorse your bills of lading: "Permit Inspection."

Begin the year right: If you are not a member of the National Association by affiliation or directly, send in your application now.

This office begs to acknowledge receipt of annual "press ticket" admitting our representative to the privileges of the Philadelphia Bourse during 1909.

The annual meeting of the Kansas Grain Dealers' Association will be held at Kansas City on February 2-4; headquarters at the Coates Hotel. A fine program may be expected.

A fine of \$15,000 laid on a Southwestern firm for violating the commerce act by accepting rebates will act as a useful deterrent in that neighborhood for some time, probably.

The legislatures of all the states of the Union are now in session except those of Florida (April, 1909), Kentucky, Louisiana, Maryland, Mississippi, Vermont and Virginia, which meet next in 1910.

In the article last month on the "Incidence of Scaleage" it was said that dockage is taken at Minneapolis and Duluth. This was an error, as will be seen by reference to Mr. Eva's letter on another page. Minnesota gives full credit for all the grain in a car.

Fred. H. Tedford, late chief grain inspector at Kansas City, has become editor and manager of the Times-Democrat of Macon, Mo. Well, Mr. Tedford's strenuous experience at Kansas City ought to have put him into condition for the equally strenuous life of the editor of a country newspaper. Here's at you, "Ted."

The House at Washington has passed a bill, modeled on the New York and Massachusetts laws, to abolish the bucket-shop in the District of Columbia. Obviously there was need of such a law; but the question arises, why stop at the District? Why not make a law that will wipe out all such shops, as the law now outlaws the lottery. Surely it is not an impossible feat nor yet one that would conflict with men's legitimate constitutional rights.

The Rock Island-Frisco systems are to put into effect on February 1 a new series and style of tariffs, the laudable aim of which is to do away with the present multiplicity of rate sheets, etc., and to reduce their tariffs to a system so simple that even their own station agents may themselves be able to understand it and which, it is hoped, the inexperienced public also will be able to grasp well enough not to unwittingly make themselves criminals under the law, as per the ruling of the Commerce Commission, that every shipper is presumed "to know the rate," when it is ad-

mitted that the knowledge of railway men themselves doesn't always go so far.

Secretary Dillen of the Indiana Grain Dealers' Association has published the Official Directory of Regular Grain Shippers of Indiana, corrected to November 1, 1908. The price is \$1; address, office of secretary at Indianapolis.

Joseph Wilson, agent for the Canadian Pacific at Claresholm, Atha., has been fined \$10 and costs for an infringement of the grain act in failing to place cars when ordered. This reminds one—but, come to think, we're across the line where railroad men have things easier.

Like the produce men, the grain receivers and commission men suffer outrageously by reason of railroad blundering in the making of rates. Messrs. Loudon & Co. of Cincinnati in a communication this month explain the way it works; and the practice is simply insufferable. The railroads must somehow be made to understand that, like other business men, they must suffer from the effects of their own blunders.

Frank I. King very considerably says: "Patten might change his mind—hope he will liquidate long before May; it would be awful to have months of constipated markets like the present." The daily increasing congestion in wheat is certainly disturbing the trade, especially since the long interests are in the hands of men of great wealth; but while the situation may not be altogether to one's liking, it is the worst of folly to talk of "stopping the game" by laws prohibiting all transactions in futures.

The Commercial Exchange of Philadelphia has come to the conclusion that the "elevation allowance" paid there (35 cents a ton) acts as a "discrimination," and wants the Commerce Commission to "do something about it." The Exchange is a bit late in entering this game, seeing that these same allowances have been under fire in the West for a number of years. Evidently the Exchange has not quite sensed the fact that the legality of these payments is now being tested in the courts and that the Commission has suspended action thereon pending a decision.

The heavy loss of business by the Erie Canal in 1908 was not due to the lack of tonnage to go east from Buffalo, that is, to natural causes; but was the direct result of a war between what are known as the "union" and "non-union" boatmen. The union men established a rate of 5 cents a bushel on wheat and a corresponding rate on other grains, which, with a reduction of the number of trips by 50 per cent, was more than the traffic would stand; and so the Buffalo harbor was crowded with idle boats for weeks at a time. But for this condition, the season would have been one of the most prosperous that boatmen have known for many years and the tonnage would have been higher than in any recent year. It has been estimated

that at least 1,000,000 tons of freight were diverted from the canals to the railroads as a result of this factional trouble.

Apropos the matter of rentals for elevator sites, which in the Northwest is now put at 5 per cent of the estimated value of the site, the attorney of the South Dakota Railroad Commissioners advises them that dissatisfied parties may proceed under the law to condemn such sites in that state and buy them at the appraised value—the simplest possible way out of the dilemma and one that is certainly advantageous to the tenant in possession. But is it practicable outside of South Dakota?

Bills for errors in freight charges sent to commission men or receivers long after all such bills have once been paid as rendered and the account closed, with the explanation that the rate paid was "too low," are not only manifestly unfair but are unbusiness-like; and it is unreasonable to ask that they be paid, necessitating, as that would, a reopening of accounts that may involve a long series of ramifications. If the railroad men themselves can't figure out their own rates properly and do it honestly, it is more than human nature can stand for them to expect the public to adjust its affairs to such incompetency.

The holidays occurring on Fridays, as did Christmas, when the grain exchanges generally adjourned from Thursday until the following Monday, may be found inconvenient as conflicting with the demurrage ruling of the Commerce Commission under the Hepburn Act. At any rate at Christmas the manager of the Northwestern Demurrage Bureau at Minneapolis notified the trade that while under the law demurrage charges may be remitted on any legally recognized holiday, the creation of a special exchange holiday by decision of the exchange not to hold a session on Saturday would not make lawful the remission for Saturday. All grain arriving over such holiday would therefore be subject to demurrage if not unloaded.

Cotton interests in New England and the East are wondering why it is that the Government maintains two "competing and radically contradictory crop-reporting sources"—the Bureau of Statistics of the Agricultural Department and the Census Bureau of the Department of Commerce and Labor. The query is a natural and proper one, considering that the December reports of the two bureaus seem strikingly at variance. In the same way, the grain trade is puzzled to know why the Government's reported acreage to this and that cereal is so radically different from that of state reports on the same grain. Such differences muddle the situation most unhappily, and beget more or less disregard for the "whole caboodle" of official crop reporters. One likes to think the "Government's" opinions on any subject—certainly on the matter of crop conditions—ought to be of a higher order of wisdom; but we are reluctantly coming to think that the "Government" is nothing after all but a bunch of erring men, not too

wise to start with and not particularly benefited by grouping and association.

The thanks of this office are due the Board of Railroad Commissioners of Iowa for a copy of their Thirteenth Annual Report (1908).

The North Dakota Grain Commission has made a report to the Governor of that state regarding the feasibility of the state of North Dakota going into the grain-buying business, but their recommendations have not been made public as yet, so far as we know; but we should hate to make any predictions as to the sanity of the report.

B. Frank Howard, of the Chicago Daily Trade Bulletin, celebrated the seventieth anniversary of his birthday recently. This is somewhat past the Oslerizing age; but Mr. Howard, in spite of time and the wear and tear of crop "figuring," persists in remaining young and more useful to the grain trade every day in the year.

The Alliance Milling and Elevator Co. at Fairmont, Minn., is another co-operative concern, and not a new one, that wants to "let go of the bear," and has asked the court to dissolve the corporation which is now unable to pay its debts. We trust the Cooperative Journal and Orator Dunn will break the news gently to their friends in Iowa.

It should be a source of great satisfaction to Mr. H. N. Sager to know that the acts of his administration and the firm but conservative manner in which the policies of his administration were carried out have had much to do with raising the Board of Trade to its present "high water mark" in the respect and confidence of all sound-minded business men the world over.

President B. D. Alton of Ceylon, Minn., in his annual address to the Minnesota Farmers' Elevator Association, declined re-election because, as he said, he was "not big enough a man for the position." He said he "realized how difficult it is to get farmers to stand together, because they are so afraid and so suspicious, and are contented with what they have." The words of Solomon nowhere contain greater wisdom in the same bulk than this. Happy man, who knows when and where to get off—alive and with a reputation!

The President in a special message on January 6 called the attention of Congress to the recent Supreme Court decision in the Hariman case as indicating that further amendments to the interstate commerce law are advisable. Among other things he said:

"It is obvious Congress should amend the act so as to empower the Commission to require by subpoena the attendance and testimony of witnesses and the production of all books and papers relating to any matter under investigation. I further recommend that the Commission be explicitly empowered by order to postpone the application of any increase of rates by any railroad pending examination by the said Commission into said increase to see whether or not it is justified."

Unfortunately the President has sent so many other messages to Congress which that body seems to have "no stomach to digest" that this one is likely to be overlooked or ignored.

To get something for nothing is one of the chief ends of man; and that is one reason the man who sells "cheap" always does business to a certain amount. Some men don't know good from bad, anyhow; and these are regular patrons of "Cheap John." A supply house the other day wrote us how it is: When complaint is made that "your prices are too high," they send the complainant samples and ask comparison with the cheaper stuff. The men qualified to judge invariably say: "If your sample is the same in quality as the stuff you furnish it is well worth the difference in price." It is a poor investment to buy supplies of any kind whose only recommendation is their cheapness, because when the test comes—when quality counts—the cheapest is always the most expensive.

The Fort Dodge meeting of the Western Grain Dealers' Association was not as well attended as the nature of the proceedings demanded, but that fact should not lessen the Iowa and Northwestern dealers' interest in the proceedings which are reported on another page. As to the trade in general, after disposing of the St. Louis rates matter, the Association, which is a member of the National Traffic League and co-operates with that body, took up consideration of legislative matters that concern all grain dealers, and to whom that part of Mr. Lincoln's address is especially recommended. There is only one place where these things, as well as the objectionable conditions of the bill of lading, can now be corrected, and that is in Congress. But as that body moves but slowly and as to many things only on compulsion, the grain trade of the country will find it necessary to use their united influence as the lever to lift Congress to the necessary action.

Isn't Mr. Davis, special agent of the Department of Commerce, losing his head over there in Germany, where he has been studying the conditions surrounding the flour trade as it affects the interests of American export millers? In the first place, he seems to have become all fuddled, as it were, by the circumlocution of Germany's tariff law, that enables the big millers (but not the little ones) to juggle the import wheat rebates to work out an export bounty on flour—an economic practice no respectable publicist now recognizes as other than a form of competitive piracy. Then he caps the climax by enlarging on the absence in Germany of the "centers of grain storage" and "large elevator systems" we have in the United States, as a result of which happy condition of things, "there is, therefore," he concludes, "less uncertainty as to values and the milling business is less disturbed than where conditions at times prevail, as in the United States, to make wheat worth more to speculate with than it is to grind into flour." Mr. Davis seems to have

sat at the feet of the pundit of the Northwestern Miller until he has begun to dream just like a long-nailed Hindoo adept. He ought to "come out of it."

"Coburn did it"—if not, who did? At any rate, the value of the farm products and live stock of Kansas in 1908 reached the pleasing total of \$475,244,831, being an increase over 1907 of \$11,596,224 and over the average for twenty years of \$104,318,579. No, of course, Coburn didn't do it all; but Coburn's faith in Kansas as an agricultural state and his up-to-date methods and his enthusiasm have so far permeated all Kansas that her farmers could hardly help rising to the situation to "make things hum" just a little bit more every year than they did the year before.

The "cabinet makers" have relegated Secretary Wilson to the rear after he shall have served a few weeks after March 4, in order to give him the record of having served more years in the President's cabinet than any man in our history, by outnumbering the years served by Albert Gallatin, the famous finance secretary of Jefferson and Madison. First it was proposed to advance Pinchot from the Bureau of Forestry and chairmanship of the Resources Conservation Commission to be Secretary; now it is Prof. L. H. Bailey, head of the Country Life Commission, who is to be advanced. But the question naturally arises, why, if a change is to be made, rob the forests of their best friend or spoil one of the best teachers of agriculture by taking him to Washington? Why not turn to the "logical man"—"Farmer Coburn," the great agricultural secretary of Kansas, who so loved the farm that he refused a United States senatorship handed him on a silver platter and who, as Secretary Wilson's successor, would find Washington a congenial field for the greater range of his ambitions?

The doctrine of Judge Cleland of Chicago—which may be traced back to that episode of Christ's ministry where he condemns to the sinless life the woman taken in adultery: "Go thou and sin no more"—we are free to confess, appeals to us; but we are also as frank to confess to a belief that the condemnation will appeal more forcibly to adults, the accidents of the police courts, charged with minor offenses, than it has in the past to minors, grain car thieves, say. It is not a new doctrine in its application to that class of offenders. Judge Tuttle, in the Juvenile Court, was merciful to a degree; for he loved boys and tried the moral-suasion method with great non-success, it must be admitted. We are not criticising the method; the problem is a hard one, even for a judge and an expert in reformation work to tackle. Perhaps Judge Lindsey of Denver, who is to be in town in a few days to talk about this very kind of problem, can make a useful suggestion—he can if anyone can. But long experience policing the hold tracks of Chicago has demonstrated that moral-suasion has not in the least lessened the amount of thieving from grain cars by minors.

TRADE NOTES

The National Folding Machine Co., Sidney, Ohio, which manufactures the Chief Ear Corn Feeder, is being reorganized.

"Catalogue 67D" is the latest publication of the Jeffrey Mfg. Co., Columbus, Ohio, devoted to the Jeffrey Century Rubber Belt Conveyor. It contains a great many illustrations showing the application of this conveyor for handling materials of various kinds. Like all other Jeffrey catalogues it is to be had free upon request.

Fred. Friedline, who has been building grain elevators for the past ten years, with headquarters in Chicago, Ill., started January 1 with an increased office and designing force and a number of large contracts, with every indication for a good spring business. On that date also he was joined by the veteran elevator builder, C. M. Seckner, and the firm will carry on the business under the style of Fred. Friedline & Co. Offices are in the Traders Building, 255 La Salle Street, Chicago.

The Foos Gas Engine Co. of Springfield, Ohio, are furnishing a producer gas plant complete to the Standard Optical Co. for their new lens-grinding department at Geneva, N. Y. The engine will be a 100-horsepower three-cylinder Foos Vertical, from which power will be transmitted by rope drive. The producer will use Pennsylvania anthracite, and is so arranged that a portion of the gas will be drawn off and used for annealing furnaces. The plant will be a very complete one and will contribute materially to the economical operation of the factory. The Foos factory at Springfield has been working overtime for several months in the endeavor to keep up with orders.

The December issue of "Conveying and Transmission," the monthly publication of the Stephens-Adamson Mfg. Co., Aurora, Ill., is especially interesting to users of elevating and conveying machinery, as it contains much valuable information about equipment of this character. The leading article is entitled "Capacity of Belt Conveyors" and is by R. W. Dull, chief engineer of the company. It treats the subject from a practical standpoint and is based on actual performance and not theory. The paper also announces the publication of a new catalogue, No. 12, by the Stephens-Adamson Mfg. Co. This is a book of 672 pages and will be sent by prepaid express to those who make application for it.

C. H. Adams, of the Marseilles Manufacturing Co., Marseilles, Ill., has closed a deal by which a number of prominent business men have bought out the old stockholders of the company, with the result that the business will be considerably expanded. An important part of the deal will be the purchase of the corn-sheller business of the Deere & Mansur Co. of Moline, Ill., who have heretofore been one of the most formidable competitors of the company. This celebrated line of shellers will hereafter be manufactured in the factory at Marseilles, along with those heretofore made by the Marseilles Manufacturing Co. The new stockholders of the company will be as follows: Messrs. John Hoss, G. W. Mixter, B. F. Peek, R. B. Lourie, H. B. Copp and C. M. Stone, Moline, Ill.; G. N. Peek and F. Hamilton of Omaha, Neb.; S. H. Velie, Kansas City, Mo.; J. F. Legler, New York City; S. A. Giffin, Baltimore, Md.; M. H. Rundell and C. M. Leonard, Chicago, Ill.; C. H. Adams, A. T. Adams, H. B. McKahin and F. T. Neff, Marseilles, Ill. A meeting of the new stockholders will be held soon for election of directors and officers and a thorough organizing of the business in all its details.

The Wisconsin Grain and Warehouse Commission for November reports 9,853 cars received at Superior, of which 3,344 were in a leaking condition. The following is a description of the leaks: Grain door leaks, 1,814; end leaks, 1,092; side

leaks, 588; corner leaks, 303; draw-bar leaks, 144; bottom leaks, 71; cars reported "newly nailed," "patched" or "cleated" on ends or sides, 1,403; cars reported with leaks stuffed with "rags," "paper" or "waste," 46; cars showing depression in grain line, 20; reported in bad order on ends or sides, 10; reported as loads from wrecked cars, 5; showing evidence of having been repaired en route, 4; cars with no side doors, 34; cars with no end doors, 5; with side door nailed, 29. Seal Record—Cars with no end seals, 685; cars with no side seals, 430; cars with seal broken, 48; cars with end door open, 54; cars with side door open, 80; cars with one hasp broken, 8.

CALENDARS.

This office begs to acknowledge receipt of the following calendars for 1909:

From McCord & Kelley, Columbus, Ohio:—The International Chart, showing portraits of the rulers of all the leading nations of the earth, with some statistics of their products, with calendar for 1909 and 1910, backed by the Declaration of Independence in facsimile. On a second sheet is a map of Ohio, backed with a list of towns with population figures, and on a third sheet a map of the United States and a birdseye view of the Panama Canal, now building. It is a valuable remembrance.

From Sneath-Cunningham Company, Tiffin, Ohio:—A sumptuous calendar in three parts, each illuminated by the bust of a beautiful woman in colors, with heavily embossed border design touched with gilt. The parts are tied by a blue cord.

From Geo. N. Reinhart & Co., New York City:—A wall calendar, the decoration of which is a large and splendid half-tone picture in black and white of the Capitol at Washington, with a vignette of Lincoln's head (his centennial year) in the corner.

From the Winchester Milling Co., Canal Winchester, Ohio:—Stiff wall calendar, the decoration of which is a fine reproduction in colors of Albert Herter's painting, "The Helpmate," accompanied by a critique of Herter's work by Charles H. Caffin.

AGAR RESURRECTED.

Henry F. Agar, formerly secretary-treasurer of the Princeton Elevator Company, Princeton, Ind., who just two years ago (January 23, 1907) disappeared from his grain boat in the Wabash River near Mt. Carmel, Ill., has been brought back to the light of Indiana, from San Benito, Texas. Agar in 1907 was a passenger on a barge of corn, in tow of the Steamer Harrington, and supposedly was lost overboard and drowned, the river being in freshet at the time. A large reward was paid for the recovery of the body, dead or alive; but no reward was claimed. Subsequently it was found that the affairs of the Princeton Elevator Company, under his management, were in bad condition, owing \$125,000 with only \$35,000 of assets, and that Agar's own liabilities were very large, probably \$100,000, although no total of the claims against him was ever reached. He left life insurance of \$27,400 in mutual and regular companies, some of which was paid to his "widow."

Agar in Texas was known as Ralph A. Counor. He was arrested by the Rangers at San Benito on December 15. He admitted his identity as Agar and offered to return without requisition papers. His identity became known to Captain Ross of the Rangers force through a friend who happened to be on a train with an old colleague of Agar and saw him at the depot at San Benito. Agar was employed in Texas with Col. Alba Heywood as private secretary, the Colonel being president of the San Benito Land and Water Company. Agar was himself interested in several business enterprises in San Benito, one being a bank recently opened there.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

NEW TRANSFER FACILITIES.

Editor American Elevator and Grain Trade:—We wish to inform you that we have equipped our elevator for distributing grain for western shipment, and can have grain inspected by the regular Chamber of Commerce inspector. We are, therefore, ready to serve all who want grain transferred, weighed and inspected.

We are very much pleased with your paper and think it worth many times what we pay for it.

Yours truly,
BOWDEN & SNIDER.
Mansfield, Ohio.

SEED TRADE LOOKS GOOD.

Editor American Elevator and Grain Trade:—Enclosed find check for \$1, for which kindly mail us the "American Elevator and Grain Trade" for one year.

We are pleased to see you give such good attention to the seed notes in your paper. Our trade this season is starting out larger than before in the history of our twenty-five years in business.

Yours truly,
RATEKINS SEED HOUSE.

Shenandoah, Ia.

UNIFORM GRADE RULES.

Editor American Elevator and Grain Trade:—It is our privilege and pleasure to begin the New Year with the following announcements of adoptions of the uniform grades:

December 28, Board of Trade, Albany, N. Y.; effective July 1, 1909.

December 30, Chamber of Commerce, Cincinnati, O.; effective July 1, 1909.

The Roll of Honor ought to show a healthy growth during the month of January.

Respectfully yours,
JOHN F. COURCIER, Secretary.

GRAIN IN FIRST HANDS.

Editor American Elevator and Grain Trade:—Figures which we have collected from various sources in Minnesota and the two Dakotas show that there was on January 1 in farmers' hands and country elevators in excess of seed requirements:

Wheat and Durum.....	25 per cent.
Flax	7 "
Barley	14 "
Oats	13 "

It is quite noticeable that the elevators in Northern Minnesota and North Dakota anticipate disposing of a large percentage of their oats and barley at home and that they will have very little for market.

Managers of all houses seem to look on the flax crop as pretty well out of farmers' hands.

All reports indicate that there was more fall plowing done than ever before and that the character of the work is much better than usual.

Yours respectfully,
THE VAN DUSEN-HARRINGTON CO.
Minneapolis.

RAILROAD RELATIONS TO SHIPPERS.

Editor American Elevator and Grain Trade:—Many of your readers will thank you for your article on responsibility of railroad agents in quoting rates. Almost every shipper has suffered more or less loss on this account, and without any intent or desire to violate any law.

There are other defects in the interstate commission laws which bear heavily on those for whom it was supposed they were made to protect.

For instance, if by oversight or neglect or by mistake, the railroads fail to collect every cent due them, they are compelled to do so months after the receiver has made his returns, but there

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appears no provision for the collection from the roads, when they make a plain mistake against the shipper; and there are doubtless business men in every community who have claims for plain overcharges that are a year old or more, with but little prospect of settlement.

In point of fact, we often hear it said that "the Interstate Commerce Commission was made for the railroads, not for the people."

Cincinnati, O.

LOUDON & CO.

SCALE TESTS.

Editor American Elevator and Grain Trade:—It might interest you to know something about the results of our scale inspection during the year 1908. We tested 114 scales at various country elevators, and we found 83 of these, or 72.8 per cent, out of order. The records of the year's work show that we tested 1,108 scales, both at Chicago and at country points, as follows: 937 hopper scales, of which 149 were found incorrect.

105 R. R. track scales, of which 40 were found incorrect.

48 wagon scales, of which 42 were found incorrect.

18 smaller scales, of which 10 were found incorrect.

Yours truly, A. E. SCHUYLER.
Chicago, Ill.

DOCKAGE—ERROR CORRECTED.

Editor American Elevator and Grain Trade:—In your issue of the "American Elevator and Grain Trade" of December 15 I notice an editorial headed "The Incidence of Scaleage."

The statement appears in this editorial that a number of the different markets of the United States are credited with this practice, Minneapolis and Duluth being included in the markets enumerated.

While I recognize the fact that there is a natural shrinkage in the handling of grain, this practice was discontinued in Minnesota, at both Minneapolis and Duluth, some two years ago. It had been the custom for elevators transferring grain to take scaleage to the amount of 30 pounds per carload to cover this loss in handling. This was a practice which it seems had grown up among different grain centers of the country, but was in no wise sanctioned by Minnesota authorities.

Our certificates of weight show exactly the amount of grain in the car; and inasmuch as these two points were included in your editorial I would request a publication of this letter in your next issue to place the department, over which I am the chief, in the proper light upon this question. Yours truly,

F. W. EVA,

St. Paul, Minn.

Chief Inspector.

EUROPEAN COMPLAINTS OF INSPECTION.

Robert A. Patterson, chairman of the committee on U. S. Grain Certificates of the London Corn Exchange Association, has addressed to many newspapers of the United States a letter complaining of the lax character of American export inspection.

Subsequently the Hamburg Association of Wheat Dealers addressed a formal protest to our Department of Agriculture, complaining that No. 2, which is used in large quantities by German millers, is said to contain from 40 to 80 per cent mixture of other cheaper qualities of grain; adding the threat that "if the protest is unavailing, German dealers will make immediate arrangements for securing their No. 2 supplies from other quarters." The Hamburg Association asks the Department of Agriculture at Washington to establish a corps of export inspectors under the Department's supervision, claiming that "such a system of inspection is said to work with great satisfaction in connection with the exportation of Canadian grain."

The editor will welcome technical articles relating to any branch of the grain trade.

J. A. Frank has taken charge of the Spaulding Elevator at Fonda, N. D.

Benjamin Timmer is now agent for the Atlantic Elevator Co. at Calio, N. D.

Albert Roskam now has charge of the B. P. Hill Elevator at Baileyville, Ill.

Mr. Lynn has taken charge of the Stoddard Elevator at Willow Lake, S. D.

Evan S. Oie has taken charge of the Hanson & Barzen Elevator at Badger, Minn.

F. M. Cool has succeeded E. T. Partch at the Imperial Elevator at Loraine, N. D.

Thomas Chambers is now agent for the Thorpe Elevator Co. at Minnewaukon, N. D.

Frank Stanton is now local agent for the Farmers' Grain Co. at Kermit, N. D.

Daniel Leif has accepted a position with the Reliance Elevator Co. at Roscoe, S. D.

William Read has succeeded James Greisham at the Aldrich Elevator at McLean, Ill.

Warren Small has been put in charge of the branch of the Rogers Grain Co. at Ocoya, Ill.

Charles Igoe has accepted the position of manager for the Huhn Elevator Co. at Goodhue, Minn.

The Davenport Elevator Co. has transferred John McClemons from McKa'n to Bushnell, S. D.

John McCreary has been appointed to the management of the Farmers' Elevator at New Holland, Ill.

Alvin Kaminky has taken charge of the elevator recently purchased of Mr. Taylor at Earlville, Ill.

S. W. Summers has been appointed manager of the Farmers' Elevator at Clarion, Iowa, for the coming year.

G. J. Lenz has succeeded J. F. Schreiner as agent for the Grain Producers' Elevator Co. at Mayer, Minn.

Mr. Greenway has succeeded Mr. Toby as manager of the Alberta Pacific Elevator at Red Deer, Alberta.

Peter H. Sothman has succeeded William Bushnell at the Northwestern Elevator Co.'s house at Pipestone, Minn.

R. E. Keeler, of the Richmond Elevator Co., Richmond, Mich., was seriously injured recently by a fall on an icy walk.

Henry Nicolini has removed from Jordan, Minn., to Mitchell, S. D., where he is now wheat buyer for the New Prague Milling Co.

Ray McKnight has been transferred from Bushnell to White, S. D., where he has been put in charge of the Davenport Elevator.

W. J. Compton has resigned as agent for the Shellabarger Elevator Co. at Maroa, Ill. Mr. Compton has taken a position in Chicago.

William Thompson has returned from Halstad, Minn., where he had charge of an elevator, to his former home at Evansville, Minn.

P. G. Sukey, of the North Star Malting Co. of Minneapolis, Minn., recently suffered painful injuries in a fall at his home in that city.

Herman Larson, manager of the Imperial Elevator of Hatton, N. D., is suffering from a painful abscess, which necessitates confinement in the hospital.

George E. Marcy, president of the Armour Grain Co., suffered a slight attack of typhoid fever at his home in Chicago recently, but is now on the road to recovery.

Manager F. A. Fleming, of the Rankin & Cowden Elevator Co. at Riverton, Iowa, recently underwent a paralytic stroke, his third within a year. Mr. Fleming is in a precarious condition.

Frank Soyland, wheat buyer for the Duluth Elevator Co. at Hendrum, Minn., has been obliged by ill health to quit business for a while. The Duluth Elevator at Hendrum has been closed.

Charles L. Troxell, a well-known hay and feed dealer of Louisville, Ky., was recently shot accidentally while out hunting with some friends. It is feared that he may lose the sight of one eye.

E. I. Rogers has taken charge of the elevator of the Granada Grain and Implement Co. at Granada, Minn., succeeding William Wyman, who has taken charge of an elevator at Galesville, Wis.

The fellow stockholders and employees of General Manager J. A. Heath of the Richmond Elevator Co., Richmond, Mich., presented him with a very handsome gold watch and chain on Christmas Day.

The following is a statement of the receipts and shipments at the leading markets of the country as furnished by the officials named below:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	—Receipts—		—Shipments—	
	1908.	1907.	1908.	1907.
Wheat, bu....	9,865,044	9,161,258	9,485,312	8,057,570
Corn, bu....	13,665,794	23,478,189	10,940,162	19,829,427
Oats, bu....	2,965,815	3,585,042	6,773	9,276
Barley, bu....	72,835	.....	49,874	3,355
Rye, bu....	1,034,076	803,403	556,119	102,802
Timothy Seed, lbs.....	61,338	42,516	15,716	35,705
Clover Seed, lbs.....	22,398	11,105	3,348	2,736
Hay, tons....	70,861	79,098	19,319	26,403
Flour, bbls....	2,456,869	3,040,096	1,497,369	1,823,407

BOSTON—Reported by Daniel D. Morss, secretary of the Chamber of Commerce.

Articles.	—Receipts—		—Shipments—	
	1908.	1907.	1908.	1907.
Wheat, bu....	8,946,146	10,698,223	10,777,227	12,644,466
Corn, bu....	1,916,188	6,697,987	1,058,351	5,667,504
Oats, bu....	4,142,831	4,199,377	65,739	90,212
Barley, bu....	238,703	88,257	225,726	65,665
Rye, bu....	318,518	53,620	306,903	.....
Flax Seed, bu....	60,610	227,570	47,856	276,373
Hay, bales....	13,768	14,174	29,154	42,774
Flour, bbls....	1,959,526	2,197,632	812,419	935,038

BUFFALO—Reported by Walter J. Shepard, secretary of the Chamber of Commerce.

Articles.	Receipts, Lake.		Shipments, Canal.	
	1908.	1907.	1908.	1907.
Wheat, bu....	63,857,080	66,658,138	6,010,608	8,250,302
Corn, bu....	13,779,988	28,477,767	2,113,660	2,687,287
Oats, bu....	10,455,716	11,272,858	3,809,668	3,998,230
Barley, bu....	11,649,064	11,264,101	2,394,778	2,751,318
Rye, bu....	856,944	1,313,174	75,450	76,950
Clover Seed, lbs.....	.....	.....	375,022	162,220
Grass Seed, lbs.....	280,196	195,916	.....	.....
Flax Seed, bu....	13,646,646	13,452,760	.....	.....
Broom Corn, bales.....	11,093	2,217	.....	.....
Flour, bbls....	7,818,248	9,759,676	.....	.....

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	—Receipts—		—Shipments—	
	1908.	1907.	1908.	1907.
Wheat, bu....	21,168,442	24,943,690	22,579,044	24,314,892
Corn, bu....	91,169,147	125,159,932	69,692,749	95,770,779
Oats, bu....	92,529,017	93,906,776	79,857,557	68,897,313
Barley, bu....	23,696,615	18,318,253	8,063,151	6,196,708
Rye, bu....	1,646,118	2,458,590	1,279,276	1,887,535
Timothy Seed, lbs.....	56,710,572	33,541,283	26,726,640	20,199,946
Clover Seed, lbs.....	7,303,420	3,697,208	5,348,089	3,122,380
Other Grass Seed, lbs....	19,569,566	13,902,818	51,263,381	51,808,474
Flax Seed, bu....	2,119,335	1,851,422	213,984	98,292
Broom Corn, lbs.....	19,654,146	15,695,645	12,177,697	12,565,648
Hay, tons....	299,938	319,942	25,450	42,941
Flour, bbls....	9,496,027	9,435,311	9,180,355	9,231,693

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	—Receipts—		—Shipments—	
	1908.	1907.	1908.	1907.
Wheat, bu....	2,433,736	1,616,594	74,537	212,021
Corn, bu....	3,005,083	4,623,342	1,345,396	1,926,540
Oats, bu....	3,221,682	2,833,109	953,681	237,176
Barley, bu....	622,572	477,549	9,328	24,587
Rye, bu....	458,659	351,341	250,274	265,061
Flour, bbls....	249,100	171,500	103,800	81,000

DULUTH, MINN.—Reported by Charles F. MacDonald, secretary of the Board of Trade:

Articles.	—Receipts—		—Shipments—	
	1908.	1907.	1908.	1907.
Wheat, bu....	53,890,816	55,299,825	49,665,264	49,207,734
Corn, bu....	1,043	149,365	1,043	149,365
Oats, bu....	5,873,907	3,633,677	5,386,143	3,771,013
Barley, bu....	9,012,722	9,746,491	8,668,750	9,689,122
Rye, bu....	842,911	598,891	845,466	671,152
Flaxseed, bu....	14,853,883	18,981,179	16,646,286	18,037,133
Flour, bbls....	4,586,965	4,575,580	4,577,050	4,567,865

GALVESTON, TEX.—Reported by C. McD. Robinson, chief inspector Cotton Exchange and Board of Trade:

Articles.	—Receipts—		—Shipments—	
	1908.	1907.	1908.	1907.
Wheat, bu....	9,471,170	10,821,017	7,965,682	9,049,066
Corn, bu....	7,988,869	5,990,314	8,013,842	5,369,126
Flour, bbls....	502,390	384,393	470,665	354,391

KANSAS CITY—Table compiled from Kansas City Times:

Articles.	—Receipts—		—Shipments—	
	1908.	1907.	1908.	1907.
Wheat, bu....	38,202,500	36,637,700	26,652,750	28,564,500
Corn, bu....	8,280,700	16,024,500	6,879,050	12,644,500
Oats, bu....	5,517,000	8,629,500	4,966,750	7,412,500

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	—Receipts—		—Shipments—	
	1908.	1907.	1908.	1907.
Wheat, bu....	10,943,842	8,947,093	6,365,357	4,403,014
Corn, bu....	3,872,000	6,635,435	3,030,202	6,700,573
Oats, bu....	12,984,000	12,505,750	9,051,216	9,588,193
Barley, bu....	16,115,233	16,825,362	9,318,604	7,113,788
Rye, bu....	1,329,000	1,401,300	853,140	858,930
Timothy Seed, lbs.....	7,383,228	3,767,212	3,973,701	3,811,684
Clover Seed, lbs.....	7,342,493	5,129,545	4,220,918	3,214,399
Flax Seed, bu....	546,900	164,100	4,240	5,300
Hay, tons....	35,198	28,301	1,290	2,510
Flour, bbls....	2,678,570	2,893,005	3,752,033	3,427,951

MINNEAPOLIS—Reported by E. S. Hughes, assistant secretary of the Chamber of Commerce.

Articles.	—Receipts—		—Shipments—	
	1908.	1907.	1908.	1907.
Wheat, bu....	91,739,900	86,030,990	19,283,860	20,343,590
Corn, bu....	4,776,870	6,151,560	1,968,780	3,809,900
Oats, bu....	16,718,080	19,765,010	16,837,210	19,836,120
Barley, bu....	18,427,790	20,023,820	18,163,130	16,621,960
Rye, bu....	1,931,880	1,940,340	1,279,300	1,752,870
Flax Seed, bu....	12,598,710	10,387,350	2,609,590	5,003,210
Hay, tons....	34,100	33,442	4,840	2,300
Flour, bbls....	242,183	240,010	14,166,164	14,082,946

NEW YORK—Reported by H. Heinzer, statistician of the Produce Exchange.

Receipts—		Exports—	
Articles.	1908.	1907.	1908.
Wheat, bu....	27,797,800	32,573,621	27,035,674
Corn, bu....	8,057,305	22,286,425	4,613,194
Oats, bu....	23,853,600	26,754,200	619,609
Barley, bu....	4,152,765	3,027,382	567,487
Rye, bu....	876,550	1,493,575	1,206,325
Peas, bu....	277,540	172,058	161,765
Flour, bbls....	7,393,843	6,509,359	3,219,968
Cornmeal, bbls.	489,856	454,587	167,768

OMAHA—Reported by Edward J. McVann, secretary of the Omaha Grain Exchange.

Receipts—		Shipments—	
Articles.	1908.	1907.	1908.
Wheat, bu....	14,962,800	9,981,600	11,450,000
Corn, bu....	13,137,300	18,493,200	10,325,000
Oats, bu....	15,076,800	13,641,800	12,958,500
Barley, bu....	634,000	338,000	160,000
Rye, bu....	181,900	140,000	168,000

PHILADELPHIA—Reported by Frank E. Marshall, secretary of the Commercial Exchange.

Receipts—		Shipments—	
Articles.	1908.	1907.	1908.
Wheat, bu....	3,587,463	4,397,833	2,280,051
Corn, bu....	3,811,425	5,241,389	1,665,640
Oats, bu....	5,050,120	5,589,795	60,857
Barley, bu....	163,000	115,800	73,845
Rye, bu....	435,051	46,400	221,556
Timothy Seed, bags....	6,209	14,273	
Clover Seed, bags....	7,778	3,829	
Flax Seed, bu....	1,003,300	1,068,000	54,349
Hay, tons....	97,930	116,418	
Wheat, bu....	17,652,336	17,964,992	17,061,938

ST. JOSEPH, MO.—Reported by Board of Trade authority:

Receipts—		Shipments—	
Articles.	1908.	1907.	1908.
Wheat, cars....	4,192	1,935	
Corn, cars....	4,887	3,007	
Oats, cars....	110	147	
Storage capacity of the market,	1,450,000 bushels.		

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Receipts—		Shipments—	
Articles.	1908.	1907.	1908.
Wheat, bu....	19,097,395	17,775,947	16,310,986
Corn, bu....	22,867,110	35,117,920	15,822,605
Oats, bu....	25,717,905	30,195,600	19,994,220
Barley, bu....	2,965,639	2,964,158	333,555
Rye, bu....	219,691	420,964	335,365
Flax Seed, bu....	44,250	47,250	4,010
Hay, tons....	238,605	290,645	109,090
Flour, bbls....	2,762,700	2,855,005	3,191,920

TOLEDO, O.—Reported by Archibald Gassoway, secretary of the Produce Exchange:

Receipts—		Shipments—	
Articles.	1908.	1907.	1908.
Wheat, bu....	4,457,200	4,889,500	2,534,400
Corn, bu....	5,429,200	7,438,400	3,578,900
Oats, bu....	3,767,500	5,049,400	3,048,500
Barley, bu....	1,000	5,000	1,000
Rye, bu....	266,500	132,700	147,400
Clover seed, bags....	99,242	36,362	72,415
Flour, barrels, manufactured in 1908,	1,097,700.		
Flour, barrels, manufactured in 1907,	1,242,700.		

Portland, Me., shipments for 1908, 7,424,994 bushels, against 7,131,863 bushels in 1907.

Portland, Ore., for the year 1908 exported 13,010,794 bushels of wheat, against 9,226,454 bushels in 1907, and shipped coastwise 3,415,392 bushels, against 1,196,683 bushels in 1907.

Seattle in 1908 received 5,293 cars of wheat, 1,215 of oats, 870 of barley and 16 of rye; a total of 7,394, against 9,279 in 1907.

The Montreal Board of Trade's annual report, dated January 2, throws some light on the much-talked-of capture of export business from United States ports. It will be interesting to extract a few particulars. In wheat the situation was most interesting. At the head of the lakes the season resulted in over 43,000,000 bushels of grain being shipped out, as against 23,000,000 bushels last year, while at Montreal the exports of wheat for the season aggregated 28,303,982 bushels, as against 21,148,592 in 1907.

The 1907 total had been the high record for the past ten years, the nearest approach to it being 16,951,132 bushels in 1902. Thus, so far as wheat is concerned it must be admitted that Montreal has made decided headway in the last two years, the increase being 7,000,000 bushels in 1907 and 7,000,000 bushels in 1908, the total for 1908 being practically double that of 1906. But against the gain in wheat exports several important decreases are to be set. Exports of corn fell from 4,804,893 bushels to a paltry 317,641 bushels, exports of oats fell from 4,113,459 bushels to an insignificant 205,647 bushels, the loss in the two together entirely offsetting the gain in wheat. Taking the whole list of grain exports the total for 1908 is 31,421,082 bushels, against 32,783,018 in 1907.

Argentine wheat shipments show rapid growth, says King of Toledo. They have doubled themselves every five years for twenty seasons. Average exports each year from 1889 to 1894 were about 17,000,000 bushels. Each succeeding five years they have practically doubled. Average per year from 1904 to 1909 has been 107,000,000 bushels. Past season they were 140,000,000 bushels, the largest on record. Shipments coming season estimated by various sources anywhere from 90,000,000 to 140,000,000 bushels. Broomhall makes them between 96,000,000 and 114,000,000 bu.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of December, 1908:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels....	317,331	1,206,101	278,020	1,278,992
Corn, bushels....	1,971,985	2,147,865	1,266,472	1,490,591
Oats, bushels....	168,175	227,200		752
Barley, bushels....	37,125		24,943	
Malt, lbs....				
Rye, bushels....	38,429	74,414		42,557
Timothy Seed, lbs....	2,936	3,101	6,691	14,988
Clover Seed, lbs....	8,061		1,356	931
Hay, tons....	5,123	6,010	766	1,561
Straw, tons....				
Flour, bbls....	223,996	280,503	179,500	299,484
Mill feed, tons....				

BOSTON—Reported by Daniel D. Morris, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels....	2,185,241	3,590,775	1,527,932	1,492,661
Corn, bushels....	263,099	230,671	154,767	149,311
Oats, bushels....	403,420	310,392		
Barley, bushels....	11,355	44,168	72,469	
Rye, bushels....	69,478	6,743	51,457	
Flax Seed, bushels....		183,274		155,566
Peas, bushels....				
Mill Feed, tons....				
Cornmeal, bbls....				
Oatmeal, bbls....				
Oatmeal, sacks....				
Hay, tons (bales)....	1,384	1,436	9,594	3,150
Flour, bbls....	227,551	258,272	122,343	74,145

BUFFALO—Reported by Walter J. Shepard, secretary of the Chamber of Commerce.
(Navigation closed.)

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels....	1,289,225	1,290,646	861,403	1,605,013
Corn, bushels....	12,467,515	9,130,732	6,166,056	4,121,433
Oats, bushels....	6,882,821	8,475,804	6,470,469	4,959,223
Barley, bushels....	2,513,766	1,509,550	878,663	626,359
Rye, bushels....	166,071	140,000	130,939	160,945
Timothy Seed, lbs....	4,801,765	1,386,239	3,234,570	2,269,433
Clover Seed, lbs....	948,890	85,100	892,977	294,845
Other Grass Seed, lbs....	3,846,971	647,739	3,503,533	4,138,350
Flax Seed, bushels....	339,385	224,000	7,445	7,430
Broom Corn, lbs....	2,541,808	1,233,018	1,445,703	1,059,864
Hay, tons....	25,954	28,875	2,410	1,989
Flour, bbls....	792,219	867,278	796,630	731,083

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels....	341,978	16,340	346,944	92,344
Corn, bushels....	726,896	719,484	351,772	311,416
Oats, bushels....	426,378	482,866	181,893	223,004
Barley, bushels....	65,150	55,000	1,000	
Malt, bushels....	114,000	163,520	40,660	47,354
Rye, bushels....	58,868	23,048	41,540	9,432
Timothy Seed, bags....	5,224	1,993	1,994	1,608
Clover Seed, bags....	7,014	1,995	5,458	846
Other Grass Seed, bags....	15,077	12,983	15,033	9,342
Hay, tons....	13,394	10,642	7,582	5,059
Flour, bbls....	133,962	148,118	97,250	72,778

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels....	250,343	85,790	3,876	6,166
Corn, bushels....	291,210	221,400	129,688	84,154
Oats, bushels....	248,281	182,360	90,440	21,120
Barley, bushels....	35,500	53,000		9,500
Rye, bushels....	22,044	10,553	32,796	41,171
Flour, bbls....	25,800	20,000	10,800	9,200

DULUTH—Reported by Chas. F. MacDonald, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels....	3,806,832	6,748,813	4,784,351	6,545,492
Corn, bushels....				
Oats, bushels....	452,296	455,833	253,090	782,095
Barley, bushels....	777,426	159,147	1,135,333	782,444
Rye, bushels....	48,287	48,419	220,074	64,647
Flax Seed, bushels....	1,238,874	2,189,660	3,342,046	1,923,807
Flour, bbls....	16,030	105,455	286,065	159,385

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels....			246,480	1,656,280
Corn, bushels....			2,147,485	1,148,283
Oats, bushels....				
Barley, bushels....				

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels....	674,842	906,000	626,689	505,710
Corn, bushels....	1,183,000	329,000	594,358	263,088
Oats, bushels....	920,000	1,014,400	723,951	685,481
Barley, bushels....	1,327,200	1,575,500	456,465	543,269
Rye, bushels....	123,700	146,700	66,200	96,600
Timothy Seed, lbs....	828,827	483,290	582,070	225,000
Clover Seed, lbs....	986,475	619,170	828,590	8,655
Flax Seed, bushels....	59,360	5,300	2,120	
Hay, tons....	3,740	3,878	282	203
Flour, bbls....	224,900	230,875	394,026	320,623

MINNEAPOLIS—Reported by E. S. Hughes, assistant secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels....	7,457,470	9,885,500	1,200,680	1,472,630
Corn, bushels....	1,095,220	501,109	332,870	225,500
Oats, bushels....	1,846,450	2,564,090	1,206,170	1,911,990
Barley, bushels....	1,585,590	2,328,330	1,450,800	1,732,210
Rye, bushels....	137,890	181,950	132,550	176,350
Flax Seed, bushels....	737,690	1,199,780	105,940	425,120
Hay, tons....	3,160	3,980	320	420
Flour, bbls....	33,793	19,285	1,020,831	936,791

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1908.	1907.	1908.	1907.
Wheat, bushels....	126,906	14,298	1,176	5,160
Corn, bushels....	36,409			15,858
Oats, bushels....	242,024	104,528	63,323	71,202
Barley, bushels....	54,061	21,447	1,440	27,093
Rye, bushels....				
Flax Seed, bushels....	47,400	31,800		
Flour, barrels....	15,715	25,370	53,180	53,680

OMAHA—Reported by Edward J. McVann, secretary of the Omaha Grain Exchange.

Omaha Grain Exchange.				
Articles.	1908.	1907.	1906.	1905.
Wheat, bu.....	1,372,800	914,400	855,000	807,000
Corn, bu.....	2,395,800	914,100	1,644,000	441,000
Oats, bu.....	1,531,200	1,403,200	1,329,000	1,423,500
Barley, bu.....	65,000	75,000	39,000	8,000
Rye, bu.....	35,000	22,000	15,000	7,000
Flour, bbls.....				

FIELD SEED SECTION

PURE SEED BILL FOR TEXAS.

A bill regulating the inspection and sale of agricultural seeds, etc., has been drafted by Dr. O. M. Ball, head of the department of botany and mycology at the Texas Agricultural and Mechanical College, to be presented for passage before the Legislature. The bill defines the qualities of various seeds, prohibiting their adulteration; provides for their correct weighing and marking, and for the collection of samples, the expense of the enforcement of the law and fixing penalties for its violation.

The term "agricultural seeds," as used in the act, includes the seeds of red clover, white clover, alsike clover, Berseem, burr clover, alfalfa, rice, rape, timothy, brome grass, blue grass, orchard grass, red top, fescue, rescue and other grasses and forage plants the botanical names of which are given in another section (18) of the act, and cereals. The following standards of purity and viability of agricultural seeds are hereby fixed:

	Per Cent Purity.	Per Cent Germ- inable Seeds.
Alfalfa (<i>Medicago sativa</i>).....	98	85
Barley (<i>Hordeum distichon</i> and <i>hexastichon</i>)	99	90
Blue grass, Canadian (<i>Poa compressa</i>)..	90	45
Blue grass, Kentucky (<i>Poa pratensis</i>)...	90	45
Brome, Awnless (<i>Bromus inermis</i>).....	90	75
Clover, alsike (<i>Trifolium hybridum</i>).....	95	75
Buckwheat (<i>Fagopyrum esculentum</i>)....	99	90
Clover, crimson (<i>Trifolium incarnatum</i>)..	98	85
Clover, red (<i>Trifolium pratense</i>).....	98	85
Clover, white (<i>Trifolium repens</i>).....	95	75
Corn, field (<i>Zea mays</i>).....	99	90
Corn, sweet.....	99	85
Fescue, meadow (<i>Festuca pratensis</i>)....	95	85
Millet, common (<i>Setaria italica</i>).....	99	85
Millet, hog (<i>Panicum milliaceum</i>).....	99	85
Millet, pearl (<i>Penisetum typhoides</i>)....	99	85
Oats (<i>Avena sativa</i>).....	99	85
Orchard grass (<i>Dactylis glomerata</i>).....	75	80
Rape (<i>Brassica rapa</i>).....	99	90
Red top (<i>Agrostis alba</i>).....	97	70
Rye (<i>Secale cereale</i>).....	99	90
Sorghum (<i>Andropogon sorghum</i>).....	98	85
Timothy (<i>Phelum pratense</i>).....	98	85
Wheat (<i>Triticum</i>).....	99	90
Rice (<i>Oryza sativa</i>).....	98	90
Onion (<i>Allium cepa</i>).....	98	85

EMMER AND SPELT IN KANSAS.

Secretary Coburn of the Kansas State Board of Agriculture has this year, for the first time in the history of the state, gathered and compiled statistics of acreage of emmer and spelt in Kansas. For several years scattering acreages of this crop have been reported from various counties, and this year the blanks sent to the assessors by the Board of Agriculture specified that its acreage was to be enumerated as completely as that of any other crop. The reports show there were 50,459 acres sown in the state, 94 of its 105 counties having areas ranging from 4,655 acres in Lyon to 1 acre in Ellis County.

The proper name of this cereal is "emmer," although it is very commonly, but erroneously, called "speltz;" and for convenience in gathering statistics the acreage of "emmer and speltz" was asked for, although as a matter of fact spelt is an entirely different grain, not grown in the United States. Emmer is a species of wheat of a particularly hardy quality and considered extremely valuable for stock feeding (especially milch cows), comparing, it is said, very favorably with oats and barley, and the straw is also considered of value. Authorities say it will make a good crop under almost any conditions of soil or climate, thriving best, however, in prairie regions with hot summers. The bulk of the world's emmer is grown in the upper Volga region of Russia, and it is from there that the best seed comes.

Thirteen Kansas counties this year report more than 1,000 acres each, and twenty-six counties more than 500 acres each. This acreage of emmer exceeds the area devoted to flax last year; is more than the 1907 acreages of either broomcorn or milo maize; more than the combined acreages of rye, buckwheat, sweet potatoes, castor-beans, cotton, tobacco and sorghum for syrup or sugar in 1907. The five counties leading in acreage this year are: Lyon, 4,655 acres; Gove, 4,385;

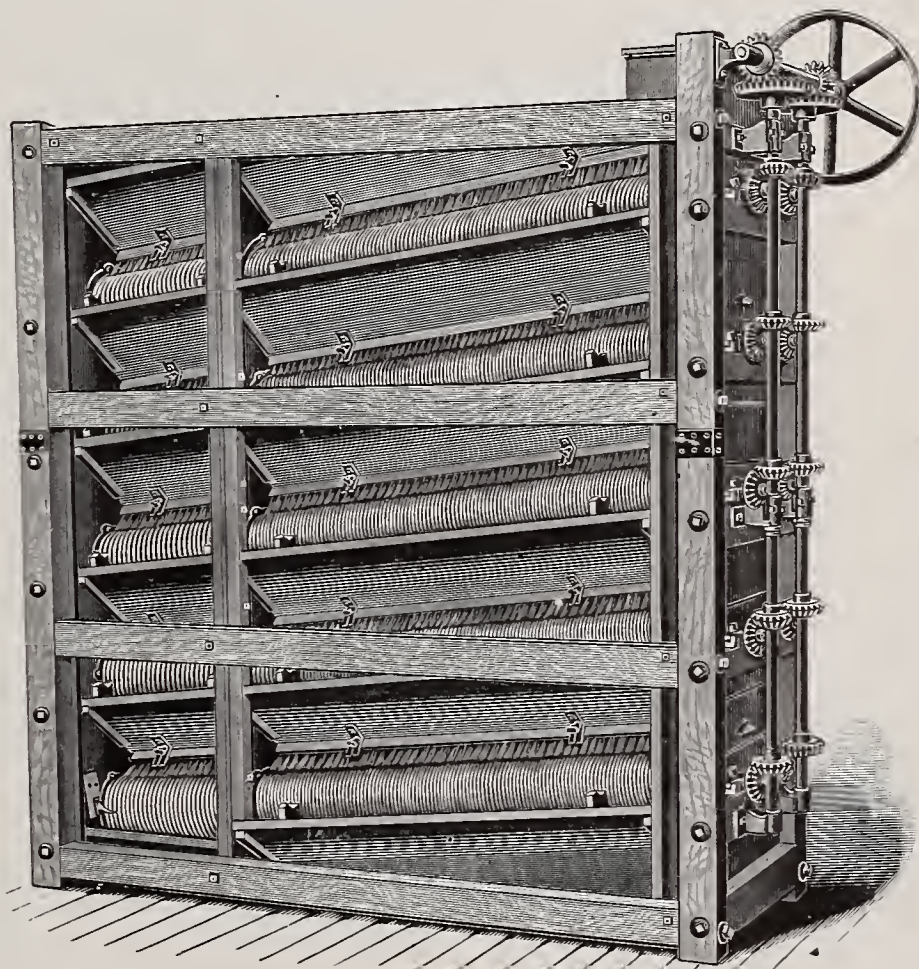
Allen, 3,008; Miami, 2,619, and Brown, 2,425 acres. This year's acreage of emmer is more than half that returned for macaroni wheat.

A NOVEL FLAX CLEANER.

The above illustration shows the Rich Patent Flax Cleaner, lately placed upon the market by the S. Howes Company, of Silver Creek, N. Y.

What strikes us as being the most remarkable feature about this machine, and what should appeal most strongly to the prospective buyer, is the fact that it separates the dirt and small seeds and grades the flax without the use of sieves or fans. Those familiar with the handling of flaxseed, and especially the operators from whom results are expected, know the trouble and difficulties they have to contend with when they try

used, and herein lies its chief claim to superiority over the machines just named. It will be seen from the illustration that the Rich machine consists of a number of inclined cylinders built up of rings; the latter are spaced apart at proper distances to make the separations desired, allowing grass seed, mustard seed, etc., to pass through the spaces between the rings at the head of each cylinder, while toward the discharge ends of the cylinders the flaxseed drops through the spaces between the rings. Anything larger or thicker than the flaxseed itself is carried over the discharge end of the cylinders. In this way corn, straws, stems, wheat, barley, oats, buckwheat, large mustard, cockle and peas are separated perfectly from the flax. By placing the hubs of the rings inside the cylinder perfectly free annular spaces are provided for the flax to pass through, yet no projections of any kind exist, to interfere with the action of the cleaning brush. An all-



RICH PATENT FLAXSEED CLEANER.

to clean flaxseed with the ordinary machines now in vogue.

Those interested will naturally ask wherein the Rich Grader differs from other machines. This we shall endeavor to explain. There are three ordinary types of flax separators on the market, one is the well-known vibrating sieve machine covered with wire or perforated metal, another is the revolving reel clothed with wire or perforated metal, and the third is what is known as a needle machine.

It will be readily granted that when the perforations of a sieve fill up its usefulness is at an end. In a flax cleaner, especially, is this the case, as it means that little or no actual cleaning takes place and the capacity is so much reduced as to make the cleaning operation a commercial failure. Attempts have been made by some makers to overcome this serious defect by using traveling brushes, scrapers or knockers to keep the sieves clean, but these only tend to multiply the troubles of the operator. With the third type of grader, the main objection is the impracticability of spacing the flexible needles accurately and uniformly, and they bend so easily that a leakage of the flaxseed occurs, or else screenings are liable to escape separation.

The Rich Grader is built on entirely new lines and a radical departure from the time-worn principles used in other machines. In it no sieves or screens, wire or perforated metal of any kind are

important feature is the method of preventing clogging or filling up of the spaces or openings; the outer edges of the rings are V-shaped. They are made in this manner so as to guide or force the fibers of the brush into the spaces between the rings, keeping the spaces free and clear at all times. Thus is overcome the greatest difficulty heretofore existing in all other machines.

Other noteworthy features about this new cleaner are its enormous capacity and the small amount of power required to operate it.

A Rich Flax Cleaner in operation in the state of Minnesota, 1,000 bushels' an hour capacity, when cleaning down to 1½ per cent, is operated with less than 2½ horsepower, while beside it are two other machines of a competing make, having less capacity, which require 20 horsepower to run them.

The Rich Positive Ring Grader is adapted to practically every requirement in the separation and grading of grain. Owing to the scientific principles involved practically any separation desired can be effected by making the spaces between the rings to suit the conditions, and each machine is specially built to suit the individual requirements of its purchaser.

A catalogue fully illustrated and descriptive of the Rich Flax Graders will be cheerfully mailed to any address on application to the manufacturers, The S. Howes Company, "Eureka" Works, Silver Creek, N. Y.

SOUTH DAKOTA CORN GROWERS.

The annual meeting of the South Dakota Corn Growers' Association was held at Sioux Falls, ending on December 24. The following officers were elected for this coming year: President, Peter Allen of Hurley; vice-president, J. W. Parmley of Ipswich; secretary, C. E. Twamley of Alexandria; treasurer, W. H. Wheeler of Mitchell. The following were elected members of the board of directors: John Lakinge, Hurley, southern district; E. P. Sand, Mitchell, central district; Isaac Landers, Aberdeen, northern district.

The convention adopted a resolution which reads as follows:

Resolved, That the South Dakota state Legislature at its coming session shall be requested to make a continuous appropriation of \$1,000 to provide for the necessary expense of the South Dakota Corn Growers and Breeders' Association and for the annual corn show to be held according to the laws of the Association.

The grand championship ear of corn was submitted by Secretary C. E. Twamley of the Association. The ear of corn scored 97.2, the best ever known in the state. The champion ear measured nine inches in length and six and three-fourths inches in circumference and weighed twelve ounces. Three ears of such corn in the hill would mean a production of 112 bushels per acre.

SEED GROWING IN FRANCE.

In a recent report on the profitable lucerne seed-growing industry in southern France, Consul-General Robert P. Skinner of Marseilles mentioned certain special devices for relieving the grain of foreign matter, concerning which further information was desired. Mr. Skinner now writes:

"The impression that there are thrashing machines is erroneous. The crop in this region is transported to one of a few concerns provided with large stationary thrashers of English make, and the seed thus obtained is then winnowed either by the grower or by the wholesale dealer. The huge thrashing machines employed are the same as those used for thrashing wheat. They are so cumbersome, expensive and imperfect that I have wondered for years why no effort had been made to introduce American thrashers into the French market, already so considerable a buyer of general American farm machinery. In my previous report I referred to the winnowing devices, and not to the thrashing machines. These winnowers are called 'décuscuteurs,' and completely relieve the lucerne seed of the 'cuscute,' or dodder, if of the small variety. No satisfactory method has been found, apparently, of eliminating the large variety, which, fortunately, has never obtained a foothold in Provence, where the seed is obtained; indeed, many of the growers in this locality harvest a crop virtually without any dodder grains.

"The device (décuscuteur) used for winnowing lucerne is also used for cleaning clover seed. Crimson clover (*Trifolium incarnatum*) is not grown extensively in southern France, but violet clover is, and the seed is prepared for market in the same manner. There is nothing at all complicated about the French décuscuteur, and American manufacturers could very easily supply them, if they do not already do so.

"By glancing through French catalogues one discovers a number of other machines, not generally sold or used in the United States. Many of these devices are required to complete the work of poor thrashing, accomplished ordinarily by rolling the straw with a stone cylinder traveling in a circle. One device, on the principle of a mangle, flattens oats, which, when thus fed to stock, is claimed to give far better results. Machines for washing and drying wheat abound for farm and mill use. Magnetic apparatus is advertised which is guaranteed to withdraw particles of metal from grain subjected to treatment. A point is made of moderate-priced milling ma-

chinery within the reach of old-fashioned millers, of whom there are many, who desire to modernize their methods.

"Seed growers and merchants would find a visit to St. Remy, in the department of the Bouches-du-Rhone, interesting and probably profitable. Within comparatively few years an immense business has developed at St. Remy in flower, vegetable and forage plant seeds, which are shipped to all parts of the world. The dealers contract with the farmers before the crop is planted, reserving the right to eliminate objectionable subjects from the fields. I am told that it is quite usual for the farmers to get a revenue of 1,200 francs (\$231.60) per hectare (2.47 acres). The first crop consists, ordinarily, of early vegetables for the Paris, Berlin, Hamburg and London markets, followed by one or two crops of seeds. Labor, irrigation and artificial fertilizing material have made the whole region amazingly prosperous and attractive."

SEED IMPURITIES IN MISSOURI.

In an examination of seeds carried on by Mr. Hughes, of the Missouri College of Agriculture and Experiment Station of Missouri, it was found that very few samples of clover seed were free from weed seed and other impurities. Out of over 100 samples submitted by farmers throughout the entire state he found that the impurities ranged from about 3 to over 60 per cent. This 60 per cent was mostly all weed seeds, such weeds as crabgrass, yellow foxtail, small crabgrass, buckhorn, bracted plantain, green foxtail and many others being represented. Crabgrass was found in 57 per cent of the samples, yellow foxtail in 46 per cent, small crabgrass in 45 per cent, buckhorn in 39 per cent, bracted plantain in 36 per cent, green foxtail in 30 per cent, sprouting crabgrass in 30 per cent, broad-leaved plantain in 28 per cent, whorled foxtail in 25 per cent, pigweed in 19 per cent, curly dock in 12 per cent, Canadian thistle in 2 per cent, Russia thistle in 1 per cent, morning glory in 3 per cent, and sorrel, horse nettle, chickweed, smartweed in varying percentages.

CLOVER SEED.

The 1908 clover seed crop was a large one. The dry season made it the greatest and best since 1897. It followed several seasons of famine and very high prices, which attracted considerable from Chili and Europe. October seed was up to \$8.95 early, but down to \$4.60 later, the lowest since 1899, which still felt the enormous crop of 1897. The low price attracted export demand and caused our farmers to hoard their good seed. Farmers are nearly all capitalists, and having paid as high as \$14 during past two seasons did not relish the idea of selling around \$4. Clearances have continued large, foreigners wanting our good seed, as quality in England and part of Europe was poor and crop disappointing. Early demand has been the greatest in years. December shipments from here were 16,000 bags, the largest ever known for that month. Spring demand will be the largest in years. March shipments are generally the greatest. September receipts were 33,500 bags, the largest of the season. December receipts were 14,500 bags. They generally increase a little as spring approaches. There is plenty, but farmers can dictate the price. Bulls are paying a premium for October, which means the next crop.—King & Co., Toledo.

NOTES.

Funk Bros.' Seed Co., Bloomington, Ill., has increased its capital stock from \$25,000 to \$50,000.

Prof. O. M. Ball, botanist of the Texas Experiment Station of the Agricultural and Mechanical College, has issued a bulletin in which he issues a warning to planters in reference to alfalfa seed because of the high percentage of impurities that are found in seeds sold in that state. Giving very close attention to the offerings of seed mer-

chants, Mr. Ball has found that foreign weed seeds appear in large quantities with those which are offered for profitable cultivation and that harm to the crop results.

E. C. Anderson, representing the Jerome-Rice Seed Co. of Detroit, has been in South Dakota for the purpose of inducing farmers to raise field peas. The plan is for the Jerome-Rice Co. to furnish the seed and purchase the entire crop.

The ninth annual meeting of the Indiana Corn Growers' Association was held on January 13, 1909, at Purdue University, Lafayette. The meeting was held in connection with the Farmers' Short Course, receiving a most prominent place on the program for the week.

Prof. S. M. Bain, of the University of Tennessee, has been cultivating clover that is immune from disease, and now has four bushels on hand after three years' work. He is distributing the surplus to farmers who will take plans with it and distribute the next year's seed to their neighbors.

The Michigan Bean Jobbers' Association will hold its midwinter meeting on Wednesday and Thursday, January 27 and 28, in Detroit. The Cadillac will be convention headquarters. J. A. Heath is president. Kenneth Kimball, of the S. M. Isbell Co., Jackson, is chairman of program committee.

Seventy applications have been received by Prof. F. R. Crane, principal of the Dunn County (Wisconsin) Agricultural School, for seed corn to be distributed among the farmers of Dunn County. Each farmer who sends in a request in time will receive one ear of corn to plant the coming season, so long as the 500 ears at Prof. Crane's disposal last.

Senators and representatives have received notice from the Department of Agriculture that their seed distribution will be reduced materially this year. Many of them have received in past years as many as 12,000 packages and the department officials say this must be cut to at least 10,000 this year. The usual 500 packages of flower seeds will be given each man this year if he wants them. The increased cost of seed due to a shortage of crops is the reason assigned for the curtailment.

The Minnesota Field Crop Breeders' Association held its annual meeting and seed fair in Minneapolis on January 12-14. The Minnesota Agricultural Society and the Live Stock Breeders' Association held their annual meetings, and the State Dairy Association and other kindred organizations gave programs at the same time. The seed entered in the Field Crop Breeders' Association was restricted to that grown in Minnesota, and only that grown during 1908 was allowed to compete for prizes.

J. A. Heath, president of the Michigan Bean Jobbers' Association, has appointed C. E. DePue of Stockbridge, C. E. Noyes of Jackson and G. F. Allmendinger of Ann Arbor a committee to inquire into the proposed reduction in the tariff on beans, which he believes will work great injury to bean growers in Michigan, Wisconsin and the United States in general. The tariff is now 45 cents per bushel, and the committee will appear before the Congressional committee on ways and means as soon as a hearing on the question can be obtained.

A method of germinating the "hard" seed in clover is thought to have been discovered by Prof. H. L. Bolley of the North Dakota Agricultural College. The "hard" seed runs from 15 to 30 per cent of ordinary clover and is entirely valueless under present methods for seed. A German scientist discovered a mechanical treatment by which he made some germinate, but tests by Prof. Bolley covering a long period indicate he had solved the problem. He will continue the tests for some months before announcing his method.

ELEVATOR AND GRAIN NEWS

ILLINOIS.

The Farmers' Elevator at New Holland, Ill., is about completed.

O'Hara & Gaddis have acquired the Ernst Elevator at Carlock, Ill.

The Stanford Grain Co. has succeeded Murphy & Ewing at Stanford, Ill.

Edwards & Creamer now have an elevator on the Wabash Railroad at Tolono, Ill.

William Zierfuss has entered the business as an independent buyer at Randolph, Ill.

Roy Parrish has purchased a grain elevator at Deland, Ill., and will shortly take possession.

Thomas & Adey have acquired an elevator on the Chicago & Northwestern Railroad at Sycamore, Ill.

The Saunemin Elevator Co. has purchased the elevator of Coon Bros. at Saunemin, Ill., and will conduct it.

Willis Samuel has purchased the elevator of Hamman & Son at Milmine, Ill., and will conduct it in person.

Graham Bros. have completed the remodeling of their building at Florence, Ill., and have opened the elevator for business.

A new motor has been installed in the Murray Elevator at White Heath, Ill., and the house is now operated entirely by electricity.

The Bates Farmers' Elevator Co. of Bates, Ill., has been incorporated with \$3,000 capital stock by E. H. Taylor, Thomas Cody, Jr., and Charles R. Taylor.

The grain firm of W. W. Dewey & Co., which operates elevators at Chillicothe, Sparland, Henry and Peru, all in Illinois, has been changed to W. W. Dewey & Sons.

Charles E. Evans, Kelsey Sharp and B. F. Shannon have incorporated the Farmers' Mill and Elevator Co. of Taylorville, Ill., with a capital stock of \$50,000.

Davis Bros. of Arthur, Ill., will shortly begin the construction of a new elevator at Chester-ville, Ill. A site has already been purchased. This will give Chesterville three elevators.

James A. Tabor, Fred J. Witt and Anna Carlson have incorporated the Illinois Fuel and Mining Co. of Chicago, with a capital stock of \$10,000. The company will deal, among other things, in grain and feed.

The Illinois Traction System is said to be negotiating for the erection of grain elevators at Heyworth, Wapella and Forsyth, Ill. A larger number of grain cars will also be added to the equipment during the present year.

Frank Marshall has placed the contract with Fred Friedline & Co. for a new elevator to be built at Seventy-fifth Street and Central Park Avenue, Chicago. It will be of concrete and will have a capacity of 200,000 bushels.

Schultz, Baujan & Co. of Beardstown, Ill., have awarded the contract to the Burrell Engineering & Construction Co. for a new elevator at Cass, Ill. Capacity 10,000 bushels. A Fairbanks 8-horse Gasoline Engine will furnish the power.

The Burrell Engineering & Construction Co., Chicago, has the contract for a 60,000-bushel grain elevator at Franklin, Ind., for Wm. Suckow. The house is a storage addition and will be operated in connection with the Suckow Mills.

J. L. McNab, C. H. Poppenhausen and G. T. Hellmuth have incorporated the Arthur J. Thompson Co. of Chicago, Ill., with a capital of \$75,000. The company will engage in the grain storage business, with offices at 100 Washington Street.

The new elevator of M. Truby & Son at Joliet, Ill., has been put in operation. The new elevator, which replaces the one destroyed by fire in March, 1908, is fully equipped with the most modern machinery obtainable and is a notable addition to the business of Joliet.

The Weller Manufacturing Co. of Chicago will supply the conveying machinery, spouting and power transmitting machinery for the new elevator being erected at Kankakee, Ill., for Rumsey & Co. of Chicago. The elevator will be operated under the style of the Prairie City Elevator Co.

William Ringle has purchased the elevators of Sherrard & Poppleton at Cambridge, Ill., and will shortly take possession. Another business change at Cambridge is the purchase of the elevator business of O. M. Etter by Harry S. White and Harry C. Kellogg of Kewanee, Ill., who took possession on January 2. Both Mr. Etter and Sherrard &

Poppleton have been in the grain business at Cambridge for over a dozen years.

W. M. Simmons has purchased the elevator of C. H. Feltman at Berwick, Ill., and will conduct it. Mr. Simmons will make several improvements in the house.

It is reported that a new elevator will shortly be erected at Longview, Ill., which will give this town three elevators. The Bartlett & Kuhn Elevator at Longview has recently undergone extensive improvements, a new driveway, new dump floor and considerable new machinery being installed.

The Minooka Grain, Lumber & Supply Co. of Minooka, Ill., has let the contract for a 60,000-bushel grain elevator to the Burrell Engineering & Construction Co. It will be equipped with a Fairbanks Engine and Wagon Scale, Avery Automatic Scale, B. S. Constant Chain Feeders and Dumps and Hall Distributors.

Secretary S. W. Strong of the Illinois Grain Dealers' Association reports the following recent changes among the grain dealers of Illinois: W. W. Hickman succeeds A. H. Davison at Smithshire, Byrd & Dempsey Milling Co. succeeds Morris Milling Co. at Xenia, Boston & McClelland succeed E. H. Young at Dwight, Dunlap & Ruddy succeed G. B. Hager at Blackstone, National Elevator Co. succeeds W. F. Banta at Ridgefarm, H. S. Antrim & Co. succeed C. H. Howe & Bro. at Cairo, Prairie State Grain Co. succeeds White & Rumsey Grain Co. at Kankakee, W. M. Timmons succeeds C. H. Feltman at Berwick, Farmers' Co. succeeds C. A. Hight & Co. at Dalton City, Smith & Scott succeed C. A. Hight & Co. at Hight (P. O., Dalton City), E. T. Martin & Co. succeed Martin & Hinds at Newton, W. W. Dewey & Sons succeed W. W. Dewey & Co. at Henry, N. N. Hettinger succeeds Hawthorne Grain Co. at Secor, Willis Samuel succeeds F. Hamman & Son at Milmine, Fred B. Six Grain Co. succeeds Central Illinois Grain Co. at Alexander.

At Greer, Ill. (P. O. Wellington, Ill.) Sam Finney of Chicago has just completed a fine country elevator of 30,000 bushels' capacity. The elevator is 31x49, contains nine bins with three wagon dumps and driveway through the center of house. Two of these dumps are equipped with Constant chain feeders, the third being a gravity dump. There is one stand of elevator legs with 12x7 cups and another stand of elevator legs with 16x7 cups, both driven with rope drive. The engine is a 20-horsepower Fairbanks, located in a building 14x34, which consists of office, private office and engine room. This building is located 28 feet away from the elevator. The elevator has a full basement with concrete foundation and concrete floor and is well lighted. The building is so arranged that sheller and cleaner may be installed at any future time without changes. There is also a place for an automatic scale. The power transmitting machinery, elevator legs, etc., for the house were furnished by the Weller Manufacturing Co. of Chicago. In addition to the elevator and office there are commodious corn cribs and coal sheds. The entire plant was designed and built by Fred Friedline, architect and engineer, 253-261 La Salle Street, Chicago. Mr. W. W. Boughton is now in charge of the station.

IOWA.

The new elevator of Taylor Bros. at Ford, Iowa, is about completed.

J. Port has purchased the Des Moines Elevator at Wiotia, Iowa, and is conducting it.

Hogate & Lyman have purchased the grain elevator at Beacon, Iowa, and are remodeling it.

Hurlburt & Co. of Chicago have purchased the elevator and business of J. N. Coppock at Woodburn, Iowa.

L. Nosby has purchased the interest of his partner, Knudt Stearns, in the grain business at St. Olaf, Iowa.

C. L. Kinney has again leased the Froning Elevator at Grundy Center, Iowa, for another three-year period.

Chas. A. Robinson has purchased the elevator of Samuel J. Burroughs at Albion, Iowa, and taken possession.

The Updike Grain Co. of Omaha, Neb., has purchased the business of the J. H. Hamilton Grain Co. at Sloan, Iowa.

The new grain elevator at Reeve, Iowa, has been completed and Fred W. Krohn has been appointed manager.

Arthur Chalmers has sold a half interest in his general grocery, coal and lumber business at Washington, Iowa, to W. S. Eldridge, and the new firm will enlarge their scope by entering the

grain business. An elevator will be built at once, to be in operation by May 1.

The storage capacity of the Cavers Elevator Co.'s house at Council Bluffs, Iowa, has been increased to 100,000 bushels.

Kennedy & McGonagle have increased the capacity of their elevator at Washta, Iowa, to 25,000 hushels. An Avery Scale has also been installed.

The Talbott Grain Co. of Cedar Rapids, Iowa, will shortly add to their line of elevators in that state by the building of a new house at Leon, Iowa.

The Farmers' Elevator Co. has purchased the Trans-Mississippi Elevator at Onawa, Iowa, taking possession on January 4. The consideration was \$10,500.

R. J. Woody has torn down his old elevator at Cedar, Iowa, which has been in operation for the past twenty-one years, and replaced it with a larger and strictly modern house, with a full line of new machinery.

Captain Stuart, of Stuart, Iowa, has purchased six elevator lots at Audubon, Iowa, and is constructing a warehouse, corn crib and lumber yard. A large grain elevator will be erected in the spring. S. P. Rhoades is in charge at Audubon.

Grain handling facilities in the vicinity of Creston, Iowa, are reported to be badly crippled by the rush of corn which is coming in for shipment. At a number of places the elevators are full up, and the farmers are piling their crops on the ground.

THE DAKOTAS.

A farmers' elevator is being planned at Turton, S. D.

S. M. Brann is building a 15,000-bushel elevator at Springfield, S. D.

The Booge Elevator Co. has discontinued business at Booge, S. D.

The Martin Elevator at Chama, N. D., has closed for the winter.

The new Powers Elevator at Grand Rapids, N. D., has been finished.

Walter Loomis has purchased the Royal Elevator at Enderlin, N. D.

M. King is planning to build a 20,000-bushel elevator at Vivian, S. D.

The grain house of R. A. Grams at Velva, N. D., has discontinued business.

The Duluth Elevator Co. has closed its houses at Walcott and Grandin, N. D.

The Dutee Elevator at Devils Lake, N. D., is reported to have changed hands.

The Farmers' Elevator Co. have purchased the Cargill Elevator at Madison, S. D.

W. J. Davey has leased the elevator at Hurd, S. D., and will conduct it in person.

The Farmers' Elevator Co. is installing a feed mill at its elevator at Neche, N. D.

The elevator of the John D. Geuber Co. at Tolna, N. D., has closed for the season.

Farmers' elevators are being agitated at Hecla, S. D., Carthage, S. D., Volin, N. D., and Hamilton, N. D.

A new elevator will shortly be built at Rives, N. D., near Jamestown, N. D., on the James River Valley line.

The Cargill Elevator Co. is building a new house at Amherst, S. D., to replace the one destroyed by fire in November.

The Farmers' Elevator Co. of Beresford, S. D., is experiencing difficulty in obtaining a site for its proposed elevator at that place.

The Columbia Elevator Co. is building an elevator at Bucyrus, N. D. The new Bagley Elevator at that point is now nearly finished.

The Stair-Christensen Co. reports that it will rebuild this spring its elevator at Antelope, N. D., which burned on November 13 last.

Wait & Dana have bought the elevator owned by Ernest Wieland at Armour, S. D. The house was erected by Wait & Dana four years ago, but sold by them to other parties soon after.

A Farmers' Co-operative Grain Association has been organized at Mayo, S. D., with \$25,000 capital. It is planned to erect an elevator at once. J. C. Pigsley is secretary of the association.

Love & Larson have acquired an elevator site at Douglas, S. D., and will commence building in the near future. It is also reported that the same firm will erect a house at Corsica, S. D.

The 60,000-bushel Farmers' Elevator at Groton, S. D., has been finished. The elevator has two unloading pits, and power will be furnished by two electric motors. E. A. Kranhold has been

engaged as manager. The president of the company is A. T. Amsden and the secretary C. A. Draeger.

The Farmers' Elevator Co. of Benedict, N. D., has been incorporated with \$12,000 capital stock by Fred Opperman, E. C. Jones, W. S. Smith and others. It is planned to erect a 35,000-bushel elevator and feed mill this spring.

It is reported that the Reliance Elevator at Beloit, S. D., will be moved to Canton, S. D. The new elevators of W. C. Gemmill and the South Dakota Grain Co. at Canton have been put in operation, giving the town five active elevators.

C. Frederick, of Tripp, S. D., has acquired six elevators, formerly owned by A. A. Truax of Mitchell, S. D., located at Jefferson, Burbank, Vermillion, Fullerville, Freeman and Brandon, all in South Dakota. The transaction was in the nature of a trade, Mr. Truax securing about 2,100 acres of land in Nebraska and North Dakota. The amount involved is \$30,000. Mr. Truax still owns ten other elevators in different parts of South Dakota.

MINNESOTA AND WISCONSIN.

The Farmers' Elevator Co. has opened its house at Barry, Minn.

The Rieger Milling Co. has reopened its elevator at Brownston, Minn.

The Osakis Milling Co. has purchased the Johnson Elevator at Osakis, Minn.

Rumor has it that a new elevator will shortly be erected at Sherburn, Minn.

An agitation has been started for a farmers' elevator at New London, Minn.

The elevator of W. J. Tillotsen & Co. at Ivanhoe, Minn., has changed hands.

The Duluth Elevator Co.'s house at Hendrum, Minn., has closed for the season.

An attempt is being made to organize a farmers' elevator company at Sanborn, Minn.

The elevator at Birch Lake, Minn., has been rented by Mr. Brown of Staples, Minn.

B. B. Sheffield & Co. of Minneapolis have purchased the Rex Elevator at Hastings, Minn.

The Hanson & Barzen Milling Co. has finished its elevators at Roseau and Badger, Minn.

The Commercial Club of Fergus Falls, Minn., is agitating for a farmers' elevator at that point.

The Farmers' Elevator Co. of Peterson, Minn., has resumed operations with A. O. Boyum as buyer.

A new elevator will be erected on the site of the Spalding & Foertsch Elevator, which recently burned at Wanda, Minn.

The Glenwood Farmers' Elevator Co. of Glenwood, Minn., has filed articles of incorporation. Its capital stock is \$10,000.

The St. John Grain Co. has completed its elevator at Heron Lake, Minn., which replaces the one burned some time since.

The Northwestern Elevator Co. will shortly install a 15-horsepower engine and a roller feed mill in its house at Ruthton, Minn.

The St. John Grain Co. is now building a 35,000-bushel elevator at Le Sueur, Minn. It is being built particularly for a cleaning house.

W. H. Pierce has acquired the elevator of the La Crosse Grain Co. at Grand Meadow, Minn. C. W. Martin has been retained as buyer.

The Crane-Dennie-Eaton Co. of Minneapolis has been incorporated with \$50,000 capital stock by Frank B. Dennie, C. A. Eaton and Frank Crane.

The new Farmers' Co-operative Elevator Co. of Tomab, Wis., is planning to buy or rent an elevator until such time as it can build a house.

The Andrews & Gage Co. have reversed their former decision and their elevator at Wadena, Minn., will be kept open for the rest of the season.

A plan is on foot among the farmers in the vicinity of Borup, Minn., to purchase the Jenkins' Elevator at that point and conduct it as a farmers' elevator.

H. L. Moebeck has purchased the interest of his partner in the elevator of Heimark & Moebeck at Ulin, Minn., and is now sole proprietor of the business. The consideration was \$3,250.

The big elevator of the Northwestern Flour and Grain Co. at Eau Claire, Wis., is about finished. Machinery is now being installed, and the elevator will be put in operation as soon as possible.

Work is being rushed on the new 1,400,000-bushel elevator of the Consolidated Elevator Co. at Duluth. The new elevator, which replaces Elevator D, burned last year, is of tile and concrete throughout, having a main house of 600,000 bushels' capacity and tanks to hold 800,000 bushels. It is

expected that the plant will be in operation next July.

The farmers about Lynd, Minn., are agitating the building of a cooperative elevator at that place.

The Myrtle Grain Co. has finished its new elevator at Conger, Minn. The Younglove Construction Co. had the contract. The same company is also building an addition to its plant at Albert Lea, Minn.

According to figures recently issued by the Minneapolis Chamber of Commerce, in the year just past that city has handled 147,500,000 bushels of grain, an increase over 1907 of 3,000,000 bushels of all varieties.

The farmers about Galesville, Minn., have effected an organization and purchased an old elevator at that point, which they will remodel and put in shape to receive grain. W. A. Wyman will have charge of the elevator.

The National, Federal and the Minneapolis & Northern elevators at McIntosh, Minn., closed for the season last month. This is the first time that the Minneapolis & Northern Elevator at McIntosh has closed since it was first opened for business in 1888.

The Weller Manufacturing Co. of Chicago, Ill., has supplied the Barnett & Record Co. of Minneapolis, Minn., with scale hopper bottom, elevator buckets, belts and heavy power transmitting machinery for the Consolidated Elevator D at Duluth, Minn.

The new brick elevator of the Northwestern Consolidated Milling Co. at Minneapolis is nearly completed. The elevator, which has a capacity of 1,000,000 bushels, contains 57 square bins, built of brick, reinforced by steel ribbons. The house has eight unloading pits. It is equipped with Prinz Separators and all machinery will be operated by electricity. The scale equipment consists of two 2,000-bushel weighing-in scales and one 1,000-bushel weighing-out scale. An elevator leg from the weighing-out scale supplies directly to the mills.

MISSOURI, KANSAS AND NEBRASKA.

The Farmers' Grain Co. has commenced business at Rozel, Kan.

The work on S. F. Gilman's new corn elevator at Pierce, Neb., is nearly finished.

The Omaha Elevator at Raymond, Neb., closed for the season on January 1.

J. H. Eberhardt has purchased the grain business of A. Houston at Nora, Neb.

F. D. Sperry has succeeded M. W. Lewis in the grain business at Grainfield, Kan.

The Rodebaugh Grain Co. is building elevators at Bancroft, Thurston and Concord, Neb.

William Noble and William Hammel have purchased the Moran Elevator at Bronson, Kan.

The Dickinson Bros. Grain and Hay Co. has finished its \$10,000 elevator at Humboldt, Kan.

The William Krotter Co. of Stuart, Neb., is planning to build a grain elevator at Dallas, Neb.

The Pawnee County Grain and Supply Co. recently built an addition to its plant at Larned, Kan.

Leech Bros. of Salisbury, Mo., have purchased the elevator of the late J. H. Wayland at Forest Green, Mo.

McConaughty Bros. of Holdrege, Neb., have purchased the elevator of W. H. Ferguson at Bertrand, Neb.

The Trans-Mississippi Grain Co. has purchased a Hall Signaling Grain Distributor for its house at Sumner, Neb.

The Gooch Milling Co. has announced that it will build a large elevator this spring on its mill site at Lincoln, Neb.

U. G. Muck has purchased the Farmers' Elevator at Clay Center, Kan., and taken possession. The consideration was \$6,000.

The Magnolia Milling and Investment Co. has commenced the construction of a 50,000-bushel elevator at Warrensburg, Mo.

A number of small boys were recently arrested at Leavenworth, Kan., charged with stealing grain from cars in the railroad yards.

A state charter has been granted to the Greensburg Mill and Elevator Co. of Greensburg, Kan. The company is capitalized at \$25,000.

A movement is on foot to organize an independent elevator company at Overton, Neb. A temporary organization has been effected.

M. W. Cardwell has awarded the contract for the construction of his new elevator at Perry, Kan., to the P. H. Pelkey Construction Co. of Wichita, Kan. The house, which will replace the

one destroyed by fire some time since, will be of fireproof construction throughout.

The Nebraska-Iowa Grain Co. has purchased the elevator of J. M. Sewell at Inland, Neb.

The Dillwyn Grain and Supply Co. will install the Hall System in their elevator at Dillwyn, Kan.

J. H. Hamilton has retired from the Hamilton Grain Co. of Omaha, Neb., being succeeded by Frank H. Brown, secretary of the company.

The McCann Grain Co. has sold its elevator and corn cribs at Western, Neb., to the Exchange Bank of Ong, Neb., for a consideration of \$7,500.

The Legler and Collins Elevator at Leavenworth, Kan., is about completed. Machinery is being installed and the house will soon be in shape to receive shipments.

The Hopkins-Goodell Co. have sold their house at Crete, Neb., to the Ewart Grain Co. The latter company also recently purchased the 15,000-bushel elevator of F. D. Wild at Tobias, Neb.

The old mill at Anselmo, Neb., recently purchased by F. C. Wilson and B. C. Empfield, has been remodeled and converted into an elevator. It will be conducted as a branch of the Wilson Grain Co. of York, Neb.

The Lincoln Grain Co. has acquired the Terminal Elevator at Ruskin, Neb., and elevator of Froy & Hess at Alvo, Neb. G. H. Birchard of Lincoln has the contract for a 20,000-bushel elevator at Waverly, Neb., for the same company.

CANADIAN.

The Burn Grain Co. has commenced business at Sedgwick, Alberta.

M. Orr of Stoughton, Sask., is planning on the erection of an elevator at Wainwright, Alberta.

It is reported that the Consolidated Elevator Co. will shortly increase its elevator capacity at Fort William, Ont.

The H. D. Metcalfe Grain Co., Ltd., has been incorporated at Winnipeg, Man., with a capital stock of \$50,000.

W. and J. McLandress are reported to have purchased the elevator of Tolmie & Heilmann at West Lorne, Ont.

According to a recent estimate Manitoba has 678 elevators and 13 warehouses; Saskatchewan 60 elevators and 14 warehouses, and British Columbia 3 elevators.

It is reported that the Atlas Elevator Co. of Winnipeg, Man., will erect twenty-five elevators on the Grand Trunk Pacific Railroad this year. Twelve houses were built during the past year.

Reports from Rouleau, Sask., indicate that all four elevators at that place are full, including the new 40,000-bushel house of Conger & Co., and over half of the crop still remains in the district.

Provided that railway facilities can be arranged, the Canada Flour Mills Co. will erect an extensive grain handling plant at Fort William, Ont. It is said that a site has already been selected.

The Provincial Elevator Co., Ltd., has been incorporated at Winnipeg, Man., with a capital stock of \$50,000. The provisional directors are: G. D. Minty, C. S. Tupper, H. W. Hollis, C. A. Allen and W. F. L. Edwards.

A scene consisting of the loading of a vessel from an elevator, photographed at Fort William, Ont., has been reproduced in glass and erected as a scenic window in the Canadian Emigration Department office in London, Eng.

The Weller Manufacturing Co. of Chicago has received an order from the Manitoba Linseed Oil Mills Co., Ltd., of Winnipeg, Man., for power transmitting machinery, conveyors, steel pans, hoppers, etc., for the new linseed oil mill at Winnipeg.

The elevators of the Canadian Elevator Co. and the Hall Banking Co. at Outlook, Sask., have been completed and work has been begun on the new Independent Elevator. Four more elevator sites have been located, but building operations have not commenced.

F. W. Morse of Montreal, J. E. Dalrymple, H. H. Palethorpe, W. K. Chandler, Thomas Gillespie, J. A. Stevenson and Hugh Phillips, all of Winnipeg, have incorporated the Grand Trunk Pacific Elevator Co. with a capital stock of \$1,000,000. Operations will be carried on principally at Fort William, Ont., but the head office will be in Winnipeg, Man.

Work has been started upon the new 1,500,000-bushel terminal elevator of the Thunder Bay Elevator Co. at Port Arthur, Ont. The house will be constructed with a view of the fastest possible handling of grain, and will be able to unload 200 cars every 10 hours, and to load into vessels at the rate of 50,000 bushels per hour.

There will be three unloading tracks, with nine interlocking pits, each with a capacity of 2,000 bushels. The house will be completed by September 15, 1909, and will cost \$550,000, exclusive only of the concrete dock, which will be built in connection.

OHIO, INDIANA AND MICHIGAN.

There is talk of a new elevator at St. Paul, Ind. E. C. Fisher is building an elevator at Ohio City, Ohio.

O. S. Marshall & Son have sold their elevator at Sidney, Ohio, to the Hardin Grain Co.

The Steel Storage and Construction Co. of Buffalo, N. Y., is building an elevator at Hillsdale, Mich.

Milton H. Prentiss is planning to build a 12,000-bushel granary at Barberton, Ohio. A flour mill will also be built.

T. D. Updike & Son purchased the elevator of J. R. Alsdorf at Centerburg, Ohio, and took possession January 1.

G. M. Baker has purchased the interest of G. W. Minnich in the elevator at Trotwood, Ohio, and will conduct it himself.

F. Bentley has sold his old store building at Bentley, Mich., to Mr. Waterhouse, who will convert it into a grain elevator.

The T. H. New Milling Co. has opened the Gem Elevator at Greenfield, Ind., and is now doing a general grain business at the house.

Straus, Ackerman & Co. of Albion, Ind., have purchased the site of the mill recently burned at Kimmell, Ind., and will erect a steel elevator upon it.

The Scioto Grain Co., which recently sold its elevator at Chillicothe, Ohio, to the Norfolk & Western R. R., will discontinue business on January 31.

Smith & Inman will replace the flouring mill and elevator at Sheridan, Ind., which burned a short time since, with a new elevator. No mill will be built.

Yeggmen rifled the elevator of McLaughlin & Ward at Jackson, Mich., on December 21, obtaining a little over \$40 from the safe in the office. The marauders left no clue.

Work is now progressing rapidly on the new 25,000-bushel elevator of Weber & Purviance at Huntington, Ind. The Reliance Construction Co. of Indianapolis, Ind., are erecting the plant.

The Reliance Construction Co. of Indianapolis, Ind., has ordered from the Weller Manufacturing Co. of Chicago, Ill., a complete outfit of transmitting machinery for the elevator at Huntington, Ind.

Work has been started on the rebuilding of Bartlett-Kuhn & Co.'s elevator, which burned several months ago at Vincennes, Ind. The new elevator will be larger than the old one. The work is in charge of Manager Hutton.

The Weller Manufacturing Co. of Chicago has supplied N. A. Grabill, the elevator builder of Daleville, Ind., with a complete outfit for the Pierce Elevator at Union City, Ind. The equipment includes elevator legs, power transmitting machinery and overhead dumps.

SOUTHERN AND SOUTHWESTERN.

J. M. Morris is building a 10,000-bushel elevator at Keystone, Okla.

The Weathers Grain Co. of Greenville, Texas, will make important changes in its elevator in the near future.

W. L. Fain will shortly commence the erection of a three-story warehouse and grain elevator at Atlanta, Ga.

Z. Paine has purchased the interest of C. L. J. Sisk in the Bay City Grain and Grocery Co. at Bay City, Texas.

C. C. Bumgardner is erecting a building at Brady, Texas, to house his wholesale grain business at that point.

It is reported from Galveston, Texas, that work will soon be started on a \$500,000 grain elevator at Texas City, Texas.

Price Shofner has sold his interest in the Hayes-Shofner Grain Co. at Little Rock, Ark., to James Thomas. The firm will continue business under the old name.

Wade H. D. Warfield & Co. are planning on building a 16,000 to 20,000-bushel elevator at Sykesville, Md., with an addition to hold 2,000 barrels of corn.

The Western Storage Co., Ltd., has been organized by several members of the American colony at Guadalajara, Mex. The plans of the company include the building of a grain elevator at that

point. Arthur H. Brewer is president of the company and A. W. Geist, Jr., secretary.

The Moore Grain Co. of Pocasset, Okla., has completed its new elevator at Alex, Okla.

Articles of incorporation have been filed by the Texhoma Mill and Elevator Co. of Texhoma, Texas. The incorporators are: J. J. Dimmitt, J. L. Williams, Harry Hunt and J. C. Hunt. The company is capitalized at \$10,000.

The Miller-Jackson Grain Co. of Tampa, Fla., has incorporated with \$25,000 capital stock. The officers of the company are: R. W. Miller, president; Frank D. Jackson, vice-president and treasurer, and Arthur G. Webb, secretary.

The Riverside Elevator and Warehouse Co. has applied for a state charter at Memphis, Tenn. The applicants are H. H. Maury, Walter Webb, J. F. Maury, E. P. Little and D. B. Fargason, Jr. The company is capitalized at \$100,000.

The Burrell Engineering and Construction Co. of Chicago has completed the new 125,000-bushel elevator for the Kendrick-Roan Grain Co. at Nashville, Tenn. A hay warehouse of 300 tons' capacity has been built in addition to the elevator.

EASTERN.

Dennis Daley has recently enlarged his facilities for handling grain at Uxbridge, Mass.

B. W. Moulton has purchased the grain business of A. S. Homer & Co. at Plymouth, N. H.

Charles Fox has commenced a grain business at Harrison, Me., and has installed Bert Hill as manager.

The Hancock Grain Co. of Philadelphia, Pa., has been incorporated with a capital stock of \$125,000.

P. O. Eddy and William Baird have purchased the grain business of Ray & McCormick at Pittsford, Vt.

The Brooklyn Elevator and Milling Co. of Brooklyn, N. Y., has been incorporated with a capital stock of \$50,000.

Thieves rifled the grain store of J. Cushing & Co., at Winchendon, Mass., in December, obtaining a small amount of cash.

The Spencer-Kellogg Co. has acquired the Coatsworth Elevator, which adjoins its elevators on the Buffalo River at Buffalo, N. Y.

George O. and G. W. Proctor have incorporated the Proctor Bros. Grain Co. of Cambridge, Mass., with a capital stock of \$10,000.

Bids will shortly be asked on the 8,000 tons of steel to be used in the construction of the new Boston & Albany Elevator at East Boston, Mass.

Dodds & Garrett have purchased a site at Beaver Falls, Pa., and will erect a grain elevator upon it in the spring. The house will be constructed of brick and structural steel.

Seth J. Hall, John B. Hall and Silas B. Hall have incorporated the Seth J. Hall Co. at Meriden, Conn., to engage in the grain and feed business. The capital stock is \$100,000.

The Meech & Stoddard Co. has purchased the property lying adjacent to its plant at Hartford, Conn., and will at once proceed to enlarge its grain handling facilities. It is planned to have storage capacity for over one hundred carloads of grain, including a private storage track to hold twelve cars.

WESTERN.

A new grain and seed storage warehouse is contemplated at Cambridge, Idaho.

Machinery is now being purchased for the new elevator of R. H. Adams at Haywood, Idaho.

The new 75,000-bushel elevator of the Kooskia Flour Mill at Kooskia, Idaho, is nearing completion.

The Nordmarken & Walnum and the Imperial elevators at Culbertson, Mont., have closed for the season.

The Bailey Improvement Co. has incorporated at Big Timber, Mont. A general grain business and other lines will be pursued.

The Cargill Elevator Co. has made application for an elevator site at Judith Gap, Mont. There are already three grain elevators at that point.

The Farmers' Grain and Fruit Growers' Association has been incorporated at Rockford, Wash. The incorporators are George Pratt, Fred Pratt, J. C. Hill, D. Sullivan and V. J. Fonder.

The Wisconsin Grain and Warehouse Commission has made its first payment to the state treasurer from earnings of the inspection and weighing department. The Commission has paid all its indebtedness and turned over a check for \$10,000.

[For the "American Elevator and Grain Trade."]

STATE OF TRADE AT TOLEDO AND NEWS FROM OHIO.

BY H. L. SPOHN.

While a very satisfactory business has been carried on here during the past year in all kinds of grain, it is noticeable that the amount handled has fallen somewhat below that of 1907. This deficit is attributed not so much to a lighter yield as to a growing tendency on the part of farmers to hold out for higher prices. It is a noticeable fact that grain producers, instead of being forced to market their crops to pay current expenses, have been nicely fixed financially and able to hold their grain until such time as the price suited them best. Another thing which has contributed to the light receipts of corn has been the excellent condition which it has maintained in farmers' cribs, which is now reported at 101 as against 73 a year ago. The condition of corn in the shock is now said to be about 98 as against 72 a year ago, although there is only about 8 per cent of Ohio corn still unhusked, whereas last year at this time there was nearly 18 per cent. The entire Ohio crop is estimated at 103,000,000 bushels. Clover seed has been an exception to the general rule, the receipts this year approaching the record mark and topping that of many years heretofore.

According to the local records the volume of wheat receipts here during 1908 were 4,067,200 bushels, as against 4,889,500 bushels in 1907. Shipments last year amounted to 2,534,400 bushels, while in 1907 they were 3,642,100 bushels. Other grains handled were as follows: Corn, receipts 5,429,800 bushels, shipments 3,578,900 bushels; oats receipts 3,767,200 bushels, shipments 3,048,500 bushels; clover seed, receipts 99,242 bags, shipments 72,415 bags. In 1907 the following figures tell the story: Corn, receipts 7,438,400 bushels, shipments 5,508,300 bushels; oats, receipts 5,049,400 bushels, shipments 3,960,800 bushels; clover seed, receipts 36,362 bags, shipments 38,728 bags.

While the Ohio January crop report shows that growing wheat has deteriorated some since the last report there is little apprehension at this time as to its true condition. The fact is that the month of December was an unusually good growing month and that so far as color, size and root is concerned favorable reports are coming in from all over the state, and it now seems that aside from the falling off in the acreage a normal condition prevails and that even this drawback will be overcome in some sense by a fair sprinkling of spring wheat in this section. So far as traffic in wheat is concerned it has not been heavy for some time.

At the annual election of officers of the Toledo Produce Exchange Frank I. King was selected by unanimous choice as president of the organization for the ensuing year. The duties of this office are not new to Mr. King, as he once before (1892) demonstrated his qualifications to perform them. Following the election President King gave a banquet to forty-five grain men at the Secor Hotel. After dinner the party engaged in an informal discussion of subjects of interest to the grain business.

An innovation in Ohio, which is likely to be taken up and followed all over the state, is the short course farmers' school, just concluded at Paulding, Ohio. The school, which was arranged by C. H. Allen, president of the Paulding National Bank, was in session all one week and was successful beyond the hopes of all interested. Nearly a hundred of the country's most enterprising farmers were enrolled and attended nearly every session, paying the most careful attention to lectures and illustrations. The school was under the charge of Prof. Shields and the instructors were: Prof. Marshall, live stock; Prof. Shoemith, corn judging; Prof. McCall, soil fertility. All the instructors were from the state university. Prof. Carmichael and Prof. Williams from the Experiment Station at Wooster were present. The various subjects discussed at the school were demonstrated by actual work, corn being scored and judged as were also horses, cattle and swine. The sessions relating to live stock were held in the automobile garage and the other sessions in the court room. The course included beside live stock judging, composition of feeds and feeding, corn judging and cultivation, soil fertility and alfalfa. Great interest has been taken in this experiment all over the state and it is thought Paulding's example will be followed universally.

Joseph Tolman, pioneer resident of Toledo, veteran of the civil war and for many years grain inspector for the Pennsylvania Railroad, is dead, at the age of 84 years. He married in Massachusetts in 1851 Miss Mary Jane Hitchcock

and with his bride came to this city, where he has since resided. He is survived by a daughter, Mrs. F. H. Clark of Toledo. He leaves a sister, Mrs. Mary E. Lee of San Francisco, and two grandchildren, Frank H. Flemming and Mrs. H. S. McMillan, both of Toledo. The remains were interred in Forest Cemetery.

The grain men of Toledo are bitterly opposing a recent mandate of the various railroads, making it necessary to present a bill of lading before a car of grain can be opened for inspection; and Chief Inspector Culver has been instructed to continue breaking seals on cars in his work of inspection until stopped by the United States marshal or sheriff. If there is any hitch in the arrival of a bill of lading, as is frequently the case, the dealer must stand the losses from demurrage, fire, burglary and other things before the proper credentials can be secured. Under the new order it is often necessary for a firm to pay for a car of grain before it can be opened and inspected, and the dealer takes the chance on paying for a car of grain billed as a certain grade and upon opening it finds it inferior by inspection. These matters are of the highest moment to grain men and the order has caused great consternation among them. Various plans to prevent the new order from causing heavy losses are being devised and discussed by local grain men, although no definite action has yet been taken.

APROPOS PATTEN.

Patten has many enemies, also numerous friends. Is the present price of Chicago May wheat due to the fact that Patten is long so much of it? Some dealers and millers say it is. Many millers claim our visible supply is large; that we still have considerable wheat for export; that it is impossible to sell flour abroad on basis of Chicago May, and as the majority of them have there stocks hedged by sales there the price of flour must be based on that future. They also say the baker is kicking because of the price he must pay for flour and still sell the same sized loaf for 5 cents; that the worst of all is the fact that the farmer hears all the gossip about Patten's holdings, and prediction of \$1.25 wheat, therefore, he is not selling, and in the meantime the Argentine producer is getting the benefit of our high prices. They also point to the price of No. 1 Northern in Manitoba several cents below the same grade in the United States and just a few miles away, and that if the small acreage and poor condition of winter wheat cuts "any ice" why is Chicago July 9 cents under May? Some millers are so "blue" they threaten asking the government to prohibit trading in futures. Are they right? Friends of Patten and some millers and dealers argue that the present price of wheat is not due to Patten's holdings. They say flour, or rather "bread," is the cheapest article of food even at the present price; that it is cheaper than meat, butter, eggs and even vegetables; that Patten's holdings are not causing No. 2 red to sell at \$1.12 in St. Louis and No. 1 Northern at fancy prices in our Northwest. They also maintain that the very light receipts are because of small farm reserves, and that the holding disposition by the winter wheat farmer is because of the small acreage and poor condition of his growing crop. The July future they say is low because of so many bears having sold it short and the demand being only moderate; that some day these shorts will want to cover and it will sell at its proper value, also that while the farmer was formerly against Boards of Trade he has during the past few years been so benefited and sees the good in them he would not be in favor of abolishing trading in futures.—J. F. Zahn & Co.

Prof. E. F. Ladd, pure food commissioner of North Dakota, will ask the legislature of that state for means to erect a grain elevator to be used in connection with the flouring mill which is in operation at the Agricultural College at the present time. He says: "The elevator is necessary in making wheat investigations, as we will then have the facilities for bin storing and the use of commercial methods of handling the grain, which are necessary if we are to benefit the millers to any extent by our work. We will test samples of all kinds of wheat from all parts of the state for the purpose of finding out the gluten and bread-making qualities. We will also test bin-burned, frosted, sun-bleached and in fact all kinds and conditions of grain found in the state. The results of these tests will be furnished free to the millers of the state to help them in making and maintaining a high standard of flour."

THE EXCHANGES

The directory has bid \$2,500 each for seven Chicago Board of Trade memberships.

John E. Van Dorn has been expelled from the Chicago Board of Trade for uncommercial conduct.

The Chicago Board of Trade, upon request of the Armour Grain Co., has declared the Santa Fe Elevator an irregular house.

The membership of the Chicago Board of Trade Mutual Benefit Association has reached the high record of 854, with a value of \$2,900 to beneficiary.

The Chicago Board of Trade membership of Rollo H. Scott has been posted for transfer. A membership sold recently at \$2,500 net to the buyer.

The cash salesmen of the Minneapolis Chamber of Commerce were compelled, much against their desires, to do business on December 26 and January 2, inasmuch as the Hepburn Bill does not permit the waiving of demurrage charges for such occasions.

The Board of Directors of the Cincinnati Chamber of Commerce have adopted the uniform grading rules as proposed by the National Grain Dealers' Association, the rules to be effective July 1, 1909, provided they are generally accepted by the various exchanges.

Members of the Wichita Chamber of Commerce held the first of a series of annual receptions and dinners in the exchange rooms on December 16, the members and their wives and daughters attending. President W. F. McCullough acted as toastmaster and speeches were made by Mrs. H. Imboden, J. C. Robb and W. E. Watson.

The board of directors of the Minneapolis Chamber of Commerce have decided to establish an office of inspection for the purpose of looking after the condition of railroad rolling stock in the interest of the shippers. Complaints of losses in transit have been so numerous recently that it was deemed an advantage to the association to use all effort to limit losses of this sort.

The New York Produce Exchange gave its usual New Year's celebration for the poor children of the downtown district on December 31. A vaudeville show and dinner were given and presents distributed to the 1,100 children who attended. The celebration was unusually successful and many members have announced their intention of increasing their next year's subscription for the event.

A special meeting of the board of directors of the Minneapolis Chamber of Commerce was held on January 5 to consider the construction of an independent ten-story office building adjoining the present structure. Final action was not taken, however, the committee desiring to get the individual opinions of all members of the Exchange. It is estimated that the proposed new building will cost about \$170,000.

Twenty-three members of the St. Louis Merchants' Exchange were the guests of Kansas City Board of Trade at a banquet in the latter city on December 17. The visiting St. Louis dealers were: President Edward Devoy, Secretary George H. Morgan, F. P. McClellan, T. B. Teasdale, George C. Martin, Thomas L. Martin, C. L. Wright, Robert W. Palmer, Charles F. Beardsley, Ben F. Cornell, F. B. Chamberlain, H. J. Berry, D. P. Byrne, G. L. Graham, M. J. Cullen, Martin J. Mullally, M. W. Cochrane, J. D. Parrott, C. F. Sparks, F. L. Wallace, Henry Greve, T. R. Ballard and Edward M. Flesh.

By resolution of the directory "old" and "new" style contracts for delivery of wheat on December contracts on the Chicago Board of Trade can be made at the option of the party making the delivery, provided proper notice is given where the grain is taken in on one style and put out on the other, and the party making the delivery pays and receiver claims the 2 cents per bushel penalty assessed under the rule for the delivery of No. 2 hard wheat on regular contracts. The resolution took effect on December 23, and in order to make it mathematically operative the settlement price of old and new style December wheat was made identical.

The going of the old year was celebrated in the usual fashion on many of the Exchanges. In Kansas City the members became so ardent in their noise making and grain pelting that people in nearby offices suspected a riot and attempted to call out the police. The introduction of a greased pig into the melee on the floor served to still further enliven the scene. In Philadelphia the grain men, under the leadership of Watson M. Walton and S. F. Scattergood, routed the flour men, led by William Richardson and William McAleer, Jr., in their annual fight, using over 6,000

sacks of grain, put up in pound paper bags, for ammunition. On the Minneapolis Chamber of Commerce the members indulged in the usual frolic and horseplay.

President Sager of the Chicago Board of Trade recently appointed a committee of eleven to solicit funds for the Italian earthquake sufferers. The first hour's work netted over \$8,000, and more is still coming in.

CONTEST IN THE PHILADELPHIA EXCHANGE.

The annual election of officers of the Philadelphia Commercial Exchange is to be held on January 26 and for the first time in its history the Exchange is facing an actual contest. The issue was some time since raised of the matter of the alleged discrimination of the Pennsylvania Railroad in favor of the Keystone Elevator and Warehouse Co. of Philadelphia and a special committee appointed to investigate the matter. Certain members of the Exchange now claim that the Pennsylvania is taking a particular interest in the coming election as a result of this investigation. The matter of the alleged disparity between the free storage time on flour at New York and Philadelphia has also been agitated, and, it is claimed, furnishes a further reason for the present attitude of the railroad company in regard to this month's election.

ANNUAL ELECTION ON TOLEDO EXCHANGE.

The annual election of the Toledo Produce Exchange was held on January 4 and the following officers were chosen for 1909:

President—Frank I. King.

First Vice-President—Fred O. Paddock.

Second Vice-President—Edwin L. Camp.

Secretary—Archibald Gassaway.

Treasurer—Charles S. Burge.

Directors—E. L. Southworth, Fred Mayer, Ernest W. V. Kuehn, James E. Rundell, Frederick J. Reynolds, Cyrus S. Coup, Henry W. Devore, Charles L. Cutter, John Wickenhiser, William W. Cummings.

Committee of Arbitration—William H. Morehouse, Alphonse Mennel, William H. Haskell, William E. Tompkins, Jesse W. Young, Henry D. Radatz, Kent D. Keilholtz.

Committee of Appeals—A. W. Boardman, E. N. Crumbaugh, F. R. Moorman, A. B. Cutter, W. E. Stone, F. W. Rundell, C. O. Wessendorf, F. W. Jaeger, R. L. Burge, J. C. Keller, Charles Knox.

CHICAGO BOARD OF TRADE ELECTS.

At the annual election of the Chicago Board of Trade on January 5 John A. Bunnell was unanimously elected president, to succeed Hiram N. Sager, who has held the office for two terms. James R. Bradley, second vice-president for the past year, became first vice-president under the board's rules. The fight centered entirely on the second vice-presidency and the directorate. John C. F. Merrill, of Merrill & Lyon, defeated R. D. Richardson for second vice-president. Five directors were chosen to serve three years as follows: James C. Murray, Ernest G. Brown, C. F. Schneider, John C. Wood and Charles P. Randall. The following were chosen to serve on the committee of appeals for two years: John Tredwell, Willson H. Perrine, Fred A. Paddleford, Alexander O. Mason and G. Willard Hales. Harold T. Mulhall and David A. Noyes were named to fill vacancies on the committee on appeals. Ralph A. Schuster, Edwin A. Doern, James J. Fones, Howard Field and John R. Leonard were elected to serve two years on the committee on arbitration. The election of John A. Bunnell was a strong indorsement of President Sager's policies and a further personal indorsement of Mr. Bunnell, who has had a prominent and efficient part in the outgoing administration.

The new president was inducted into office at the annual meeting on January 11. The meeting was marked by the spirit of harmony which has prevailed throughout the administration of President Sager. In relinquishing his office President Sager dwelt upon the steady advancement of the institution, its increasing importance to the agricultural and general producing communities and the prospects of the new year. He was followed by President-elect John A. Bunnell, who announced that the policies of the past administration were good enough to be continued. A vote of thanks to retiring President Hiram N. Sager was presented in a set of resolutions by ex-President W. S. Jackson, and met with hearty approval from every member. The resolutions follow:

"Whereas, Hiram N. Sager has discharged the duties of president of the Board of Trade of the city of Chicago for two consecutive terms, and with impartial justness and marked fidelity has fulfilled the obligations of his office with signal

COMMISSION

George T. Odell, formerly with Finley, Barrell & Co. of Chicago, has formed a connection with Charles Sincere & Co.

T. A. Bryant, recently representing W. E. Cooke of Chicago in Illinois and the West, went with R. F. Morrow & Co. on January 1.

Spencer, Moore & Co., one of the oldest of the cash grain firms of Duluth, Minn., passed into the hands of a receiver January 12.

Walter J. Bush, corn trader for Clement, Curtis & Co. of Chicago, who underwent an operation in December, was sufficiently recovered to resume his position on January 1.

The Dayton-Otis Grain Co. of Kansas City, Mo., made an assignment on January 4. W. C. Goffe was named as receiver, Mark Otis of the company said he expected everything would be straightened out in a few days.

C. N. Wisner of the wholesale grain firm of Wisner & Co. of Memphis, Tenn., has announced his intention to make New Orleans his home after March 1. The business will be continued under management of his brother, William Wisner.

William H. Bartlett, of Bartlett, Patten & Co. of Chicago, received serious injuries at his ranch at Vermajo Park, N. M., in December as a result of the fall of his horse. His left arm and shoulder were broken and he was otherwise injured.

A. M. Davies & Co., stock and grain brokers at Cleveland, O., voluntarily closed their doors on January 11. It was stated that the firm would temporarily retire from business. It was also announced that all creditors would be paid in full.

E. E. O'Neill, a grain broker of Chicago, celebrated Christmas by the gift of several barrels of turkeys to Chicago's poor. The turkeys were distributed by Mr. O'Neill in person, a Salvation Army officer making out the list of the deserving recipients.

The firm of Samuel Beaumont & Co. has been organized to conduct a general grain commission business at Chicago, Ill., with offices in the Postal Telegraph Building. The business is formed under a limited partnership, the members being Samuel Beaumont of Chicago and Theodore W. Swift of Battle Creek, Mich.

Bert A. Boyd of Indianapolis, who sometimes advises the trade that he is get-at-able, sent abroad a Christmas market letter in which he presented a picture of Kris Kringle, two reindeers, the White House (we took it for the White House) and some dope by Andrew Carnegie. Incidentally he wished all his friends in the grain trade a Merry Christmas.

Garaghty & Co., one of the oldest grain brokerage firms in St. Paul, Minn., suspended business the last part of December. The cause given for the assignment was the alleged dullness in the grain business for several months past. The firm's liabilities were said to be quite small and it was generally understood the business would be resumed in a short time.

Fred Mayer, of J. F. Zahm & Co., Toledo, who never forgets to mail his friends a pleasant word on New Year's Day, sent this year a card bearing Van Dyke's beautiful holiday message of good will. The custom inaugurated by Mr. Mayer a few years ago is a commendable one, as Charles Jenkins of Marion, Ohio, would say, "What we want is less epitaph and more epitaffy."

Gardiner B. Van Ness, grain commission, at 640-642 Postal Telegraph Building, Chicago, in his calendar blotter for the month of January prints this saying by the "Calendar Players": "Sell September wheat in January. Buy corn futures and sell September oats early in the year." These "tips," it goes on, are not bad ones, but the best tip of all is to consign cash grain the year round to Gardiner B. Van Ness.

A calendar that is worth while, both from a useful and artistic point of view, has been sent out to the trade by P. B. & C. C. Miles of Peoria, Ill. The artistic is represented by a reproduction of the painting "Bertha," the work of Carle J. Blenner, an American artist, who has won many laurels both at home and abroad. A short sketch of Mr. Blenner and history of the picture is sent with the calendar.

William L. Sweet and William L. Sweet, Jr., who have been conducting a grain business on the New York Produce Exchange under the firm name of C. C. Sweet & Co., on January 1 changed the firm name to W. L. Sweet & Co. The business is one of the oldest on the Produce Exchange, having been started in 1841 as G. B. & J. C. Daniels. In 1870 it was continued as Daniels & Sweet. After 1882 it became C. C. Sweet &

credit to himself and honor to this association; and,

"Whereas, He has labored with rare judgment and discretion to conserve the varied interests of its members and to promote the permanent welfare of this body; therefore, in evidence of appreciation, be it

"Resolved, That the thanks of this association are cordially extended him for his able, faithful, courteous and efficient services in its behalf. And, be it further

"Resolved, That the foregoing be spread upon the records of this body and a copy of the same be sent to Mr. Sager bearing the signature of the president and secretary."

Treasurer Ernest A. Hamill reported the finances to be in satisfactory condition, with total expenditures for the year amounting to \$489,185. The membership of the Exchange was reported as 1,687, thirty-two memberships having been retired under the rules in the course of the year.

The directors, in their report, impressed upon the members the importance of improving the uniform bill of lading, reporting as follows:

"Efforts to secure a simple form of bill of lading, free from illegal and burdensome conditions, have been in progress for some years. As a result of joint conference and hearings before the Interstate Commerce Commission that body finally recommended a bill of lading for adoption, effective December 1, 1908.

"While the Commission has no authority under the present law to make a bill of lading, nevertheless, the committee felt that some recognition of the earnest efforts of the Commission to secure a better bill of lading than heretofore used should be made, and, therefore, this committee recommended by resolution to the board of directors the adoption of this bill of lading as proposed by the Commission.

"There are admitted defects in this instrument; nevertheless, it is a decided improvement over the former bills of lading in use, and this committee will continue its efforts looking to the elimination of such objectionable features and to the securing of a bill of lading that will be simple in form and furnish adequate protection to shippers for property in transit."

EXCHANGES' YEAR'S-END PARTY.

An old time celebration, the sort that was popular before the vaudeville craze swept over the country, marked the last day of the year at the Merchants' Exchange. There was no set programme, no fancy costumes, no paid performers, but there was fun in spite of these omissions. The jollification began just after the stroke of noon and continued for one hour.

The feature of the affair was a football rush, patterned after some of the famous rushes the Exchange has had in the old days. The tossing of flour sacks and confetti was also permitted. All safe points of vantage for sight-seeing, including the galleries, were filled with spectators, who were sometimes stampeded by the football landing in their midst, and a staid member who set out to cross the floor if he escaped confetti in some cases saw "stars" through the football landing on his head. The fun at times was fast and furious and the wonder is that so little damage resulted to the fixtures of the Exchange hall.—L. C. Breed, St. Louis.

INJUNCTION GRANTED.

A. T. Ferrell & Co., Saginaw, Mich., manufacturer of the well-known line of "Clipper" Cleaners for grain, seed, beans, etc., have been granted a permanent injunction against Frank J. Prame, perpetually restraining the Prame Manufacturing Co. of Galion, Ohio, "from engaging directly or indirectly in the manufacture and sale of grain and seed cleaners or separators anywhere in the United States, and from allowing his name to be used in any manner in connection with the manufacture and sale of such machines." It is also "adjudged and decreed that the defendant, Frank J. Prame, his agent and servants, and all persons acting or claiming to act under or by virtue of his authority, direction or control, cease and desist from the further manufacture and sale of grain or seed cleaners or separators as now done and carried on at the city of Galion, Ohio, or elsewhere in the United States, and from any further attempt to advertise, sell or dispose of said cleaners in the United States."

Florence A. McGregor lost \$1,013 in a bucket-shop and is now suing to recover the money. It is not quite "throwing good money" after lost money, because she includes among the defendants at Cleveland the owner of the building, whom the state law makes equally liable as the tenant.

Co. until 1899, when Mr. C. C. Sweet retired. It was then continued under the former name until the present.

Frank Hall & Co. of Peoria, Ill., announce the discontinuance of their business on January 1. The firm is one of the oldest on the Peoria Board of Trade and in the state. It was founded in 1863 by E. S. Easton as E. S. Easton & Co. When Mr. Easton died in 1901 Frank Hall, one of the oldest employees, took over the business and the name of the company was changed to Frank Hall & Co. On the death of Mr. Hall last spring Frank W. Arnold took charge of the business temporarily, as it was decided at that time to close the business the first of the year.

G. D. N. A. STANDING COMMITTEES.

The following is a list of the standing committees of the Grain Dealers' National Association for 1909, as announced by President Reynolds and published on January 6 by Secretary Courcier:

Executive Committee.—J. W. McCord, Chairman, Columbus, O.; Arthur R. Sawers, Chicago; T. A. Morrisson, Kokomo, Ind.; A. E. Reynolds, Crawfordsville, Ind.; John F. Courcier, Toledo.

Committee on Arbitration.—H. S. Grimes, Chairman, Portsmouth, O.; C. C. Miles, Peoria; E. M. Wasmuth, Roanoke, Ind.

Committee on Trade Rules.—E. A. Grubbs, Chairman, Greenville, O.; S. W. Strong, Pontiac, Ill.; Joseph Gregg, Sr., Atlanta; J. A. A. Geidel, Pittsburg; M. T. Dillen, Indianapolis.

Committee on Legislation.—E. L. Rogers, Chairman, Philadelphia; Warren T. McCray, Kentland, Ind.; H. H. Bingham, Louisville; S. S. Tanner, Minier, Ill.; C. B. Jenkins, Marion, O.

Committee on Transportation.—C. S. Bash, Chairman, Ft. Wayne, Ind.; W. E. Shelden, Jackson, Mich.; A. F. Leonhardt, New Orleans; Geo. H. Hubbard, Mt. Pleasant, Ill.; Grant McMorran, St. Louis, Mo.

Committee on Crop Reports.—Fred Mayer, Chairman, Toledo; B. A. Lockwood, Davenport, Ia.; Bennett Taylor, La Fayette, Ind.

Hay and Grain Joint Committee (Representing the G. D. N. A.).—J. W. McCord, Chairman, Columbus, O.; Arthur R. Sawers, Chicago; T. A. Morrisson, Kokomo, Ind.

Committee on Bill of Lading.—Chas. England, Chairman, Baltimore; Frank E. Marshall, Philadelphia; J. W. Sale, Bluffton, Ind.; J. W. McCord, Columbus, O.; E. W. Seeds, Columbus, O.

Committee on Membership.—Fred D. Austin, Chairman, Chicago; Geo. F. Powell, St. Louis; H. M. Stratton, Milwaukee; P. E. Goodrich, Winchester, Ind.; Chas. C. Ramey, New York.

Sub-committees on membership appointed by Chairman F. D. Austin with the authority of President Reynolds:

Alabama.—E. Wilkinson, care of Western Grain Co., Birmingham; R. R. Kornegay, care of Howard & Kornegay, Selma.

Arkansas.—T. H. Bunch, care of T. H. Bunch & Co., Little Rock.

Colorado.—Geo. F. Ady, care of Ady & Crowe Mercantile Co., Denver.

Georgia.—Geo. Y. Banks, care of Geo. Y. Banks & Co., Dan Joseph, care of Dan Joseph Co. and Hugh Baird, care of Empire Mill Co., Columbus; Joseph Gregg, care of Joseph Gregg & Son, Atlanta.

Iowa.—B. A. Lockwood, care of Lockwood Grain Co., Davenport; J. R. Whitney, Carroll; M. F. Morgan, Des Moines; R. Rothschilds, care of Rothschilds Grain Co., Davenport.

Illinois.—P. S. Goodman, care of Clement Curtis Co. and Adolph Gerstenberg, care of Gerstenberg & Co., Chicago; H. I. Baldwin, care of H. I. Baldwin & Co., Decatur; J. W. Radford, care of Pope & Eckhardt, Chicago; C. C. Miles, care of P. B. & C. C. Miles, Peoria.

Indiana.—William Foresman, care of Crabbs, Reynolds, Taylor Co., Crawfordsville; H. E. Kinney and Bert A. Boyd, Indianapolis; A. J. Thompson, Kokomo.

Kansas.—F. G. Olson and W. H. Hastings, Wichita; E. I. King, care of E. I. King & Co., Logan.

Kentucky.—A. C. Schuff, care of A. C. Schuff & Co., and Alfred Brandeis, care of A. Brandeis & Son, Louisville; E. P. Futvoye, care of B. F. Glover & Son, J. K. Steinhart, care of Steinhart & Co., and Harry W. Benedict, care of Benedict Com. Co., New Orleans.

Massachusetts.—H. L. Buss, care of H. L. Buss & Co., John W. Cox, care of Chas. M. Cox Co., and Geo. F. Reed, Chamber of Commerce, Boston.

Maryland.—Walter Kirwan, care of Kirwan Bros. Co., John M. Dennis, care of Louis Muller Co., John W. Snyder, care of Hammond-Snyder Co., Charles England, care of Chas. England & Co., and P. W. Pitt, care of Pitt Bros., Baltimore.

Michigan.—J. M. Coup, Saginaw; W. E. Shelden, care of Stockbridge Elevator Co., Jackson; T. W. Swift, Battle Creek.

Minnesota.—G. B. Gunderson, care of Minnesota Grain Co., Alvin H. Poehler, care of H. Poehler & Co., John Marfield, care of Marfield, Tease & Noyes, J. L. McCaul, care of McCaul-Dinsmore Co., and Arthur Martin, care of P. B. Mann & Co., Minneapolis.

Missouri.—John Mullally, Chamber of Commerce, St. Louis; T. P. Gordon, St. Joseph; W. C. Goffe, care of Goffe & Carkeener, Kansas City; J. A. Connor, care of Connor Bros., St. Louis; C. P. Hinds, care of Hinds-Lint Grain Co., Kansas City.

Nebraska.—C. G. Crittenden, care of Central Grana-

ries Co., Lincoln.

New York.—L. E. Forbell, care of Forbell & Kipp, and J. H. Bowne, care of R. A. Yellowlee & Co., New York; Geo. I. Moon, Binghamton; W. Voss, 635 Chamber of Commerce, and V. N. A. Donnor, 537 Chamber of Commerce, Buffalo.

Pennsylvania.—Edmund E. Delp, Philadelphia; J. A. A. Geidel, care of D. G. Stewart & Geidel, Pittsburg, and C. A. Foster, Pittsburg; W. S. Barker, care of Harrisburg Feed & Grain Co., Harrisburg; M. F. Baringer, Philadelphia.

Tennessee.—J. B. Edgar, care of J. B. Edgar Grain Co., Memphis; Geo. W. Hill, care of G. W. Hill & Co., and Caswell E. Rose, Nashville; S. T. Pease, care of Pease & Dwver, Memphis; R. Hickman, care of Kendrick-Roem Grain Co., Nashville.

Virginia.—E. B. Hodges, care of E. B. Hodges & Co., Norfolk; S. T. Beveridge, Richmond.

Wisconsin.—B. S. Ellsworth, care of L. Bartlett & Son, M. H. Potter, care of C. F. Galvin & Son, and J. J. Crandall, care of E. P. Bacon & Co., Milwaukee.

IN THE COURTS

The Alliance Elevator and Milling Co. of Sherburn, Minn., has petitioned the district court to appoint a receiver and permit it to dissolve and go out of business.

The Canadian Pacific Railway was recently fined \$500 and costs at Staveland, Alberta, for a breach of the Manitoba Grain Act, by allotting a car out of turn for the shipment of grain. The company's agent at Staveland was fined \$25 and costs for loading the car out of turn.

Three separate writs of attachment in sums of \$7,000, \$3,000 and \$7,000 were filed recently by the Chandler Grain and Milling Co., of Lowell, Mass., against John Shea, a grain dealer in that city. The actions are of contract, for money alleged to be due on promissory notes.

Amicable arrangements between the Lahart Elevator Co. and the creditors who petitioned it into bankruptcy in the latter part of November have led to the dismissal of the proceedings against the company. J. D. Gilfillan, Jr., has been appointed trustee for the benefit of the creditors and all the property has been conveyed to him.

A fine of \$15,000 has been assessed against T. H. Bunch, the Little Rock (Ark.) grain dealer, for accepting rebates from the Iron Mountain Railroad Company. Mr. Bunch pleaded guilty in three cases, and the fine assessed is \$5,000 in each case. Similar indictments are pending against the Iron Mountain and former Traffic Manager Stits of that road.

The Pennsylvania Supreme Court has affirmed the decision of the Court of Common Pleas of Allegheny county, Pa., by which the firm of J. W. Smith & Co. was awarded a verdict in full for the four cars of oats which the railroad company allowed to remain on the track and be destroyed by high water in March, 1907. Several suits of the same nature are now pending in the Ohio courts.

Suit has been filed at Springfield, Mo., on behalf of C. F. Jones to recover \$256.52 alleged to be due for wheat deposited in the elevator of the R. C. Stone Milling Co. at Republic, Mo. The plaintiff alleges that he put 287 bushels of wheat in the elevator September 19, 1907, and received \$45, with the agreement that he should receive on September 1, 1908, the market price for the wheat on that date.

A decision adverse to the plaintiff has been handed down in Pennsylvania in the case of Grover Sears against the estate of his father, in which he asked to have an accounting of the feed and grain business conducted by his father and himself under a partnership agreement. The court decided that the partnership papers had been drawn up in proper form, but that the actual partnership had never been perfected, and for that reason gave a decision against the plaintiff.

The singular case of the Woodworth Elevator Co. against F. A. Theis, agent for the Northland Elevator Co. at Parkers Prairie, Minn., has been decided in this district court at Fergus Falls, Minn. The two companies have rival elevators standing side by side at Parkers Prairie, and the complainants alleged that Theis took a carload of wheat, valued at about \$1,100, from their elevator at night, loading it into an empty car which had been standing beside the Northland Elevator on the day before. There was no evidence to show that Theis had entered the Woodworth Elevator during the night, and the defense won the case.

I. C. C. DECISIONS.

In the complaint of B. & B. McCormick vs. C., B. & Q. R. R. Co., decided by the Commerce Commission on December 7, the petition was refused. The petition, filed May 29, 1908, alleged that the complainants are farmers and shippers of grain, their farms adjoining the city of Peru, Ill., on the west, and the railroad passing for a mile through their lands; that they have about 12,000 bushels of corn and oats and some hay and straw to ship every year, for which they had previously used the Rock Island road at Peru, a haul of little over a mile.

"The testimony shows the shipment of from ten to twelve cars per year by the complainants," say the Commission; "there was an effort made to show an offer of nearly twenty cars for the present year, but that was afterward explained as the crops of two years, last year's and the present year's; the complainants and their witnesses attempted to color the evidence to indicate that the farmers surrounding their place would ship from the proposed switch, but al-

though the testimony was taken in the immediate neighborhood no one volunteered to say that he would ship from that switch. The location proposed is altogether upon the land of the complainants and about half a mile from the nearest public road; but there is not even a suggestion that the right-of-way to and from the siding would be dedicated to the public in order to assure the defendant that other shippers might always have access to the tracks, but discontinuance of even the complainant's business of farming at no distant date is indicated in the record, where Miss Rebecca McCormick said: 'The situation of our land is such that it is the only point for miles for manufacturers along there. It is our object to bring trade to that point, because we own the property.'

"Much was made at the hearing of the bill that must be descended at Peru before the team tracks or the former elevator could be reached. In view of the facts that the present line of the Chicago, Burlington & Quincy has been in existence since 1888 and that this is the first complaint concerning the dangerous approach to its team tracks at Peru, or request for additional sidings in that neighborhood, we do not attach much importance to this phase of the case. The testimony shows that the farmers have other sidings, stations and elevators in the vicinity from which to ship their grain. The team tracks of the Chicago, Burlington & Quincy and the Chicago, Rock Island & Pacific at Peru are about a mile from the complainants' farm; the elevator at La Salle is about one mile farther; and the testimony indicates the use of other elevators and grain dumps within a radius of four or five miles. The Illinois River shuts off the possibility of grain coming from farms to the south of the proposed location for the siding; there is no suggestion even of the erection of an elevator or the commencement of a grain-purchasing business by the complainants; and the forwarding even of complainants' grain via the road of the defendant is shown to be somewhat optional with them by the answer of Miss Arabella McCormick to the question, 'Do you know how much of this would be tendered to the Chicago, Burlington & Quincy Railroad Company?' 'All that we please.'

"Our conclusion is that this case must be dismissed."

MINIMUM CARLOADS OF HAY.

Kansas City Hay Dealers' Association vs. Mo. Pac. Ry. Co. et al. This case was brought by the Kansas City hay dealers in carload lots, alleging that the minimum carload weights prescribed in the published tariffs of the defendants are based entirely on the length of the cars used by them in this traffic without regard to their width and height, which vary in different cars of the same length to such an extent as to be a factor materially affecting their loading capacity. The result is, as alleged, that although the minimum weight prescribed in the published tariffs for a car of given length can be loaded into cars of that length having the proper width and height, it cannot be loaded into cars of the same length that are deficient in those particulars. When hay arrives in cars that are not of the requisite width and length the complainants' members, as is alleged, are required to pay freight on a greater weight—sometimes as much as 2,000 pounds—than they actually receive. To this they object, and in order that such charges may be avoided in the future they ask for a readjustment of the prescribed carload weights, suggesting that a reasonable minimum for cars of 34 feet and less in length would be 15,000 pounds, and for cars over 34 feet in length 20,000 pounds; and they pray for the entry of an order by the Commission requiring the defendants to establish carload weights for the future on that basis. The Commission in substance say:

With few exceptions the minimum weights shown in the defendant's tariffs as applicable on cars of the various lengths in use by them in the movement of hay into and out of Kansas City from the producing territory mentioned in the complaint are as follows—length of cars (inside measurement) and minimum weights in pounds:

In cars 30 feet and under in length.....	16,000
In cars over 30 feet to and including 32 feet in length	18,000
In cars over 32 feet to and including 34 feet in length	19,000
In cars over 34 feet to but not including 36 feet in length.....	20,000
In cars 36 feet to and including 36 feet 6 inches in length.....	22,000
In cars over 36 feet 6 inches to and including 42 feet in length.....	24,000
In cars over 42 feet in length.....	30,000

We shall therefore confine our attention to the movement in cars of 34 feet and 36 feet in length.

The so-called 34-foot cars of the defendants vary in length from 32 feet 11 inches to 34 feet; in width from 7 feet 8 inches to 8 feet 10 inches; and in height from 6 feet 1 inch to 8 feet. These measurements, as well as all others here mentioned, are inside measurements. The 36-foot cars range from 36 feet to 36 feet 6 inches in length; from 8 feet 3 inches to 8 feet 6 inches in width, and from 6 feet 9 inches to 8 feet in height. Between the 34-foot and the 36-foot cars is a car described in the tariffs of the defendants as "cars over 34 to but not including 36 feet" in length; but very few cars of that length seem to have been used by the defendants in the hay traffic at this time. The bulk of the movement, as heretofore stated, was in the 34-foot and 36-foot cars, which, under the published tariffs of the defendants, take minimum carload weights of 19,000 and 22,000 pounds, respectively. In place of these weights, and, in fact, in place of the whole schedule of minimum carload weights as they appear in the tariffs of the defendants, the complainant insists, as heretofore stated, upon the substitution by the defendants of a rule providing a carload minimum of 15,000 pounds for cars of 34 feet and under in length, and of 20,000 pounds for cars of over 34 feet in length. The question before us then is whether the present minimum weights of 19,000 pounds and 22,000 pounds, applicable respectively on 34-foot and 36-foot cars, are unreasonable as alleged, and whether the record justifies the substitution in their place of the carload weights insisted upon by the complainant.

The complainant's contention seems to be based more upon the ruling of the Commission in *Wierner et al. vs. C. & N. W. Ry. Co. et al.*, 12 I. C. C. Rep., 462, than upon any showing made in this proceeding, the two proceedings being in some respects nearly identical as to the point involved; but after reviewing that case, the Commission say:

The complainant, apparently relying on the minimum weights established in that case as necessarily controlling our action on this complaint, prays for an order requiring the defendants to cancel all the minimum weights as at present established in their published tariffs, and to substitute therefor the minimum weights that we required the defendants to establish in the *Wierner* case.

While uniformity in such matters is highly desirable, and while the conclusion reached by the Commission in one case touching the reasonableness of a rule or regulation affecting rates ought ordinarily to afford a guide for our action in another case in which the same rule or regulation is involved, it must nevertheless not be forgotten that reasonableness is ordinarily a question of fact which must be decided in any proceeding upon the record made in that proceeding and upon such independent investigation in connection with it as the Commission on its own behalf may make. We cannot agree that conclusions of fact arrived at in one case between one set of litigants must be accepted by the Commission as constituting a precedent necessarily to be followed as of binding authority in a subsequent proceeding between another group of litigants without regard to the record in the subsequent case and the facts that it may establish. Where questions of fact are at issue each complaint must stand on the facts disclosed on its own record and upon such information as the Commission may have or may acquire outside the record.

The need of a clear understanding of this rule of decision in proceedings involving controverted questions of fact, in distinction from questions of law, is well illustrated here by the complainant's confident reliance upon our order in the *Wierner* case, as a necessary basis for a similar order in this case, against different defendants operating in another territory. Such an order as was entered in that case would not be justifiable in this case even upon the testimony of the complainant's own witnesses. The record does not disclose with exactness the total volume of the hay traffic into and out of Kansas City during the period involved in the complaint. It does appear, however, that from 65 to 70 per cent of the hay cars coming into Kansas City, consigned to the complainant's members, were loaded to or in excess of the minimum weights required in the published tariffs of the defendants, a fact strongly suggesting the probability that all the cars with more care in loading could have carried the required weights. It was also conceded that 90 per cent of the cars outbound from Kansas City were loaded to the required minimum weights or in excess. This is explained by the statement that the hay merchants of Kansas City, having on hand bales of different sizes, are able to use small bales to fill any remaining space not large enough for larger

bales, an advantage not enjoyed by the farmers when loading cars for movement into Kansas City. The loading of the outbound movement is therefore practically free from criticism. As to the inbound hay movement, the record clearly establishes the fact that only 30 or 35 per cent of the inbound cars, consigned to the complainant's members during the period in question, contained less hay than the minimum weights provided in the tariffs. In support of the order for reparation prayed for in the petition, but subsequently abandoned, the complainant offered in evidence original expense bills covering 2,000 cars or more upon which members of the complainant association had been compelled to pay freight on the basis of the published minimum carload weights, although they were not actually loaded to the minimum weights provided in the tariffs. A very careful analysis of these papers has been made by the Commission, and the result shows that of these cars 1,314 were 34-foot cars and 658 were 36-foot cars. Of the 34-foot cars, fifteen arrived at Kansas City with an average load of only 11,800 pounds, obvious cases of underloading, doubtless due to the fact that the consignors did not have more hay to load in, but had enough to make it more economical to ship at the carload rate than at a less-than-carload rate. Discarding these fifteen cars, there remain, according to the complainant's own proofs, 1,299 of the so-called 34-foot cars, upon which the complainant demands for the future a minimum carload weight of 15,000 pounds, that actually contained loads weighing on the average 17,505 pounds, or 2,505 pounds per car more than the minimum carload weight now demanded by the complainant. Discarding as obviously underloaded four of the so-called 36-foot cars containing loads averaging only 11,540 pounds, for which cars the complainant demands on future shipments a minimum carload weight of 20,000 pounds, there remain 654 cars the actual loading of which averaged 20,358 pounds, or 358 pounds per car in excess of the minimum weight which the complainant demands for the future on cars of that length.

The difficulty in the loading of hay is that there is no bale of recognized standard either with respect to size or weight. The ordinary hay press has a compress chamber 14 by 18 inches and produces a bale of hay from 32 to 45 inches in length. But in actual practice these dimensions are not observed. The result is a notable lack of uniformity in size. Then, too, a process of expansion takes place after the bale comes from the press that enlarges its dimensions very materially according to the character and condition of the hay and the pressure to which it has been subjected. There is also a lack of uniformity in the density or weight of the bales. In *National Hay Association vs. L. S. & M. S. Ry. Co.*, 9 I. C. C. Rep., 272 (1902), bales of hay are referred to as weighing on the average from 80 to 90 pounds. In *Wiemer vs. C. & N. W. Ry. Co.*, 12 I. C. C. Rep., 462 (1907), it is said that the average weight is from 75 to 80 pounds. In this case (1908) the average seems to be about 65 pounds. The explanation suggested by the defendants of this diminishing weight of the bale was that hay is bought by the pound and sold to the small consumers by the bale, and that the tendency toward bales of less density and consequently of less weight is simply a fraud upon the consumers. While this may be the explanation, we cannot say that the proof sustains the charge or shows the actual existence of so reprehensible a practice. It does appear, however, that the bales of this producing territory for some reason weigh materially less than the ordinary bale of commerce, as we understand it. The size of the bale remaining the same, it is manifest that any diminution in its density will proportionately affect the weight of hay that can be loaded into a car of given dimensions. The minimum carload weights of the defendants were established with reference to bales of the customary size and weight, and the minimum weights, together with the rate per 100 pounds, were fixed so as to give the carriers certain earnings per car on that traffic. Any reduction in the minimum weights without an increase in the rate per 100 pounds would therefore reduce the earnings per car of the carrier and thus work a reduction in the rate itself. Such a change in the minimum weights cannot be made without having that effect upon the rate, for the carload minimum is a necessary element in any statement of a carload rate. The complainant makes no direct attack on the hay rate itself and, in view of the conceded fact that the rate is low and the hay traffic is not a desirable one to carriers as compared with other and more profitable uses that may be made of their equipment, we are not inclined to permit the complainant to work out a reduction in rates through a reduction in the required minimum carload weights. While we have heretofore said

and now repeat that no minimum weight should ordinarily be established for a car of given dimensions which a shipper cannot in common practice load into the car, we do not think the record in this proceeding brings the case within that category.

Without going into further details, it will suffice to say that we are not inclined to order any change in the minimum weights established by the defendants for the hay traffic in this territory, except with respect to the so-called 34-foot and 36-foot cars having a height of 6 feet 9 inches and less. Our understanding is that of the several defendants the Missouri Pacific alone now has any such equipment, although all the defendants doubtless occasionally use foreign cars of those dimensions for the movement of hay. For a 34-foot car of such height or less we think a minimum weight of 17,500 pounds is all that should be required in the hay traffic; for a so-called 36-foot car of that or a less height the minimum weight ought not to exceed 20,000 pounds. We shall enter no order at this time, but shall expect such of the defendants as have or use cars of these dimensions at once to make such corrections in their tariffs as may be necessary to comply with these conclusions.

ANOTHER HAY CASE.

The Commerce Commission on December 29 announced an important decision in the complaint of the Kansas City Hay Co. vs. St. L. & S. F. Ry. Co., in which a principle capable of considerable application is passed upon. The complaint was substantially as follows: During the months of September and October, 1907, eight carloads of hay were shipped by the complainant Hay Company into Kansas City from various stations on the Railway and on arrival at that point were reconsigned to various interstate destinations. The freight charges for the through movements were assessed on the basis of the published through rates then in effect from the several points of origin to the respective destinations, to which amounts was added a charge of \$2 per car for the reconsigning privilege. The Kansas City Hay Co. sought by the proceeding before the Commission to secure a refund of the additional charge. The only question raised thus was whether such a reconsigning charge was legally applicable on the shipments referred to.

One issue raised in the case was whether such a charge for reconsignment could legally be made in view of the fact that nothing was said of it in the original tariff. Investigation of the tariff under which the charge was made shows, however, that there was then no requirement that rules for reconsigning be mentioned or referred to in the tariff. Later (on March 9, 1908) a change was made in that respect, and it was required that such information as to reconsignment and similar charges be afforded. The defendant Railway readjusted its charges and tariffs in accord with the amended rule and now gives the data required. Inasmuch, however, as the rules at the time of the shipments made no such requirement, this issue is eliminated and there is held to be no ground of complaint against the Railway. With reference to the general question the Commission holds that:

"The privilege of reconsignment with the protection of the through rate can lawfully be enjoyed by shippers only when there is proper tariff authority for it. In this case the privilege was provided for in the same tariff that named the \$2 charge therefor, and authorized the collection of the balance of the through rate. Had that tariff been defective in any respect, and as a consequence of the defect the complainant could not lawfully have been called upon by the carrier to pay the \$2 charge on these shipments, it must not be forgotten that the complainant could not in that event properly have demanded or obtained the benefit of the through rate, but would have been required to pay the combination of the locals into and out of Kansas City. There is no showing or any pretense that the reconsigning charge was an unreasonable one. The complaint is therefore without merit from any point of view and must be dismissed."

George H. Tanner, for the last twenty-eight years an inspector of grain for eastern buyers at Chicago, has removed to Minneapolis, where he will follow the same business.

The special rate made by the Canadian Pacific Railroad of 14¼ cents per bushel on wheat, Winnipeg through to Liverpool, will promote its shipment and be a direct help to the Canadian producer and merchant and a benefit to the trade in the U. K. The price on the surplus in this country will, therefore, be more dependent upon the urgent early necessities on the Continent and our home requirements.—Pope & Eckhardt Co.

ARBITRATION DECISION.

Following is a decision rendered on December 28, 1908, by the arbitration committee of the Grain Dealers' National Association:

Horner Elevator and Mill Co., Lawrenceville, Ill., plaintiff, vs. The Gale Bros. Co., Cincinnati, O., defendant.—On June 25, 1908, plaintiff sold to defendant 7,000 bushels old No. 2 red winter wheat at 90 cents per bushel, delivered Cincinnati on Cincinnati terms. The evidence shows that wheat to cover this sale was shipped by plaintiff within contract time, all of which was applied on contract by the defendant (part of which misgraded and difference was adjusted by the parties and finally settled), with the exception of a certain car No. 5914, over which this controversy arises.

This car is reported as having arrived and was inspected on July 7, 1908. It graded No. 3 red winter; inspector's notation: "Damp, bad grains, test 58 pounds." Defendant in his report of arrival stated that he would apply it on contract at 2 cents per bushel discount. Plaintiff objected to a discount of more than 1 cent per bushel, and because defendant would not agree to this ordered the car turned over to other parties and sale cancelled. Defendant notified plaintiff that he would deliver car to other parties, but would not cancel the contract, but offered plaintiff the privilege of delivering another car of the contract grade, or, failing to do so, would buy a car on the market to complete the contract. Plaintiff in reply stated that if defendant bought any wheat it would be for his own account.

The plaintiff claims that inasmuch as some other cars that had been applied on this contract had graded No. 3 red and had been applied at a discount of 1 cent (by decision of a special arbitration committee), that this car, which they aver contained wheat of same quality, should have been accepted at the same discount of 1 cent per bushel. Official Cincinnati Daily Price Current of July 6 shows a difference between No. 2 red and No. 3 red of 3½ cents per bushel. July 7 quotes No. 2 red 90-91, and sale of No. 3 red at 86, a difference of 4 to 5 cents per bushel. It may be a fact that the wheat was in all respects equal to plaintiff's statement, but the only evidence before this committee is the official certificate of inspection as to quality and Official Price Current as to value. Taking into consideration the fact that the wheat was officially called "damp, and bad grains," the discount of 2 cents asked for by defendant does not seem to have been unreasonable, and he was, in our opinion, acting within his rights when he declined to accept it at a less discount.

The contract of June 25 being for immediate shipment, it was right and proper for the defendant to buy at Cincinnati that part of the wheat necessary to complete contract. The defendant, as the evidence shows, bought on July 10 (the date on which the car in question was turned over to other parties) 1,101.50 bushels No. 2 red wheat at 93 cents per bushel.

Plaintiff claims that an exorbitant price was paid, and that it is not proper to charge him with the difference between contract price and price paid. The official market report of July 10 reads: "Wheat—The receipts were light and the market was firm with No. 2 red winter quoted at 90-91 cents on track. Old wheat was held at a premium of about 1 cent over new. Sales reported were 1 car No. 2 red winter (new), track, 90½." This, on the face of it, would indicate that No. 2 red (old) wheat was worth at least 91½ cents on track, but no sales are quoted. This was at a time when new wheat was moving and the supply of both old and new very light, and it is not strange that a strong price had to be paid to procure old No. 2 red wheat, and, while, by comparison with the Price Current, it appears to be an excessive figure, yet the evidence is to the effect that 93 cents was actually paid for wheat to complete the contract.

In absence of any quotation but a nominal one on date mentioned, the receipted bill for wheat bought at 93 cents is the best evidence of value. The controversy between the litigants over other parts of this contract and which was finally adjusted can have no bearing on the adjustment of that part of the contract over which this controversy arises.

Judgment is hereby rendered in favor of defendant. Cost of arbitration to be paid by plaintiff.

H. S. GRIMES, Chairman.

C. C. MILES.

E. M. WASMUTH.

Committee on Arbitration.

Dec. 28, 1908.

Frederic Plate has been installed as manager of the Mansfield-Ford Elevator at Walker, Ill., succeeding former Manager Fleker.

BARLEY and MALT

The American Malting Co. has sold the old Curtis Malt House at Buffalo, N. Y., to parties who will use it for manufacturing purposes.

The power transmitting, elevating and conveying machinery for the malt houses which Leon S. Kuhn is erecting at Mexico City, Mex., is being supplied by the Weller Manufacturing Co. of Chicago.

While in 1907 the brewers of St. Louis, Cincinnati, Chicago and Milwaukee used 20,000 tons of California barley, little of the product of that state is now being consumed. In spite of superior quality of California barley the eastern brewers are indisposed to pay the price asked.

The barley and malt committee of the Buffalo Chamber of Commerce has gone on record in favor of placing barley on the free list. The present duty of 30 cents a bushel amounts to a prohibition. A resolution asking for action in the matter has been forwarded to Washington. Over \$12,000,000 worth of malt is produced in Buffalo annually.

Somers, Jones & Co. of Chicago have compiled statistics on the marketing of the present barley crop, placing receipts at Chicago up to December 18 at 10,827 cars, which exceeds the entire crop year of 1907 by 559 cars. With the poor oats crop of 1908 already practically disposed of in the states west of the Mississippi it is argued that farmers will be compelled to fall back on their small stocks of barley for feed during the winter.

THE 1908 BARLEY CROP.

The "Crop Reporter" for December, 1908, gives the final revised estimates of the Department of Agriculture on the barley crop of 1908. The total yield for 1908 was 166,756,000 bushels, an increase of 13,159,000 bushels over 1907. The total acreage is given as 6,646,000, an increase of 198,000 acres over the previous year. The average yield per acre also increased, being 25.1 bushels in 1908, as against 23.8 bushels in 1907. On the other hand the farm value per bushel showed a falling off, being only .554, as against .666 in 1907. In production, Minnesota leads all other states with 32,500,000 bushels, with California, Wisconsin, South Dakota and North Dakota following in the order named. The highest yield was 45 bushels per acre in Utah, while Minnesota produced an average yield of 25 bushels, California 23.5, and Wisconsin 30. The total value of the barley crop on December 1, 1908, is estimated to have been \$92,442,000.

PASSING OF OLD PHILADELPHIA MALT HOUSE.

The old malt house of the Francis Perot's Sons Malting Co., at 310 to 320 Vine Street, Philadelphia, has been sold, and will be torn down to make room for a leather warehouse. The old malt house is one of the landmarks of Philadelphia, being erected shortly after the close of the Revolution. It was purchased in 1818 by Francis Perot and has been conducted as a malt house ever since. The firm itself is numbered among the oldest in existence in the United States to-day. It was founded in 1687 by Anthony Morris, a fellow colonist with William Penn, and carried on by successive generations of the Morris family. In 1823 the business was turned over to Francis Perot, then son-in-law of the head of the firm, and it has been conducted by him and his descendants since that time. The business is at present conducted by T. Morris Perot and Elliston Perot, who represent the eighth generation from the founding of the business. Hereafter the company will do all its malting at its new house in Buffalo, although the main office will continue to be in Philadelphia.

BARLEY OUTLOOK.

The Dakota Cereal Co. says: "Of this season's crop we have handled direct from the farmers a large amount of the best malting barley that Minnesota has produced for a long time; but only 20 per cent of our barley was taken for malting purposes, the balance for feed. Our neighboring competitors make the same statements. The entire barley country has been thoroughly placcarded by the brewers with predictions of low prices in the future. As a result, the farmers took heed and hastened their barley to the market early, taking advantage of the prevailing high prices, before it would be too late. This has been the chief reason for the unprecedented marketing of barley, and the amount of this grain remaining in farmers' hands, is but a

small portion of the crop. The farmers, who still hold barley, are feeding it to young hogs.

"The prediction of 40-cent barley and 50-cent malt in Chicago, by reason of the brewers' withdrawal from the market, is totally absurd. There is a demand for every pound of the barley crop for feeding purposes, insofar as the four million bushels of feed grain, raised this year, do not fill the requirements, which is evidenced by the high feed prices."

THE FULL NORMAL.

As many of the reports of the Statistician of the Department of Agriculture are based upon a comparison with the "full normal," it is a matter of the greatest importance that there should be a clear understanding of what the term really means.

To begin with, a full normal condition is not an average condition, but a condition above the average, giving promise of more than an average crop.

Furthermore, a full normal condition does not indicate a perfect crop, or a crop that is or promises to be the very largest in quantity and the very best in quality that the region reported upon may be considered capable of producing. The full normal indicates something less than this, and thus comes between the average and the possible maximum, being greater than the former and less than the latter.

The full normal may be described as a condition of perfect healthfulness, unimpaired by drought, hail, insects, or other injurious agency, and with such growth and development as may reasonably be looked for under these favorable conditions. As stated in the instructions to correspondents, it does not represent a crop of extraordinary character, such as may be produced here and there by the special effort of some highly skilled farmer with abundant means, or such as may be grown on a bit of land of extraordinary fertility, or even such as may be grown quite extensively once in a dozen years in a season that is extraordinarily favorable to the crop to be raised. A full normal crop, in short, is neither deficient on the one hand nor extraordinarily heavy on the other. While a full normal condition is but rarely reported for the entire corn, wheat, cotton, or other crop area, at the same time or in the same year, its local occurrence is by no means uncommon, and whenever it is found to exist it should be indicated by the number 100.

Sometimes a favorable season for planting is followed by a favorable growing season, with no blight and no depredations by insects, the result being a full normal condition. At other times the full normal may be maintained by conditions that are exceptionally favorable in one or more particulars counterbalancing conditions that are unfavorable in other particulars. Thus a crop may have had such an unusually good start that it may pass without injury through a period of drought that would otherwise have proved disastrous to it, or its more than ordinary vigor and potentiality may fully offset some slight injury from insects.

The full normal not being everywhere the same, in determining how near the condition of any given crop is to it, correspondents will usually find it an advantage to have a definite idea of what yield per acre would constitute a full normal crop in their respective districts—that is, how many bushels, pounds or tons per acre of a particular crop would be produced in a season that was distinctly but not exceptionally favorable. In a region where 30 bushels of corn may be taken as the full normal yield, a condition of 90 would give a prospect of a crop of 27 bushels, and 80 a crop of 24 bushels. If 40 bushels be considered the full normal yield, 90 (or 10 per cent less than the full normal) would indicate a crop of 36 bushels, 80 one of 32 bushels, and 70 one of 28 bushels.

For the reason that the full normal, represented by 100, does not indicate a perfect or the largest possible crop, it may occasionally be exceeded. The condition may be so exceptionally favorable as to promise a crop that will exceed the full normal, and it will accordingly have to be expressed by 105, 110, or whatever other figures may seem warranted by the facts—105 representing 5 per cent above the full normal; 110, 10 per cent, and so forth.—Supplement to December Crop Reporter.

An agreement by the railroads entering Peoria to absorb all switching charges on grain shipments has been entered into by the Chicago, Rock Island & Pacific, the Lake Erie & Western and the Big Four. The other roads, it is believed, will follow suit in the near future.

HAY AND STRAW

On December 30 the Erie Railroad placed an embargo upon hay and straw.

The hay press of Jas. Q. Ten Eyck at Somerville, N. J., burned recently, with a loss of \$5,000.

G. B. Aschenbrener has leased a building at Park Falls, Wis., and is fitting it up as a hay warehouse.

It is reported that Swedish hay has begun to compete with Canadian shipments in the British markets.

A hay barn of the Western Grain Co. at Fort Smith, Ark., burned on December 27, entailing a loss of \$5,000. The fire is believed to have been incendiary.

The building occupied in part by the Kansas City (Mo.) Hay Co. was destroyed by fire in December. The losses to the hay company was about \$5,000, with \$2,500 insurance.

The hay storage warehouse of the Baltimore & Ohio Railroad at Baltimore, Md., was destroyed by fire on December 26. About 250 carloads of hay were also burned. The loss will reach \$50,000.

J. W. Beatty of Philadelphia has made complaint to the Pennsylvania state railroad commission concerning the charges for shipping hay within certain limits of Philadelphia. The complaint will be heard on January 28.

The Dickinson Bros. Hay and Grain Co. of Humboldt, Kan., have been awarded a government contract for 500 tons of hay to be shipped to the Philippines. The hay will be compressed for shipment into bales weighing from 130 to 150 pounds. A government inspector will inspect each carload that goes out.

The hay crop this year is 14 per cent above the average of the preceding five years, amounting to 70,798,000 tons, the largest hay crop in the history of the country. The value is \$635,423,000, which is somewhat below its relative place in the scale and only 7.5 per cent above the five-year average. This is due to the fact that its farm value is \$2.70 less per ton than a year ago, because of high production. Otherwise compared, its total has been exceeded but once.—Hay Trade Journal.

From reliable authority there are now in the hands of farmers enough hay to supply the country feeding and for market purposes for at least twelve months, so in case there is a shortage of the crop of 1909 there will be enough hay left over to supply the demand for from four to six months. In the beginning of the year the price of hay was \$2 a ton less than the beginning of December last year.—The Produce News, January 9.

HAY AT PITTSBURG.

There is nothing special that we can report; all urgent demands for hay seem to be supplied. We are hopeful that the cold weather, which has finally reached us, may stimulate the demand. A few cars of good No. 1 heavy mixed hay on Pennsylvania lines will sell readily. The market all along the line is firm at quotations. We hope to keep this market in a healthy condition the balance of the season.—Grain and Hay Reporter.

ALFALFA MILLING NEWS.

An alfalfa mill is being talked of for Wamego, Kan.

Negotiations are under way for the building of an alfalfa mill at Hastings, Neb.

C. L. Thompson's alfalfa mill at Winfield, Kan., is finished and has commenced grinding.

An alfalfa mill is being built at Belle Plaine, Kan., in addition to the flour mill at that point.

The Sterling Alfalfa Milling Co. has secured a site at Sterling, Kan., and will shortly begin the erection of a plant.

The new alfalfa mill of George T. Ingram at Beloit, Kan., commenced grinding on December 21. The mill has a capacity of twenty tons a day. Power is supplied by a 75-horsepower Otto Gasoline Engine.

A \$10,000 company is being organized at Gypsum City, Kan., for the purpose of building an alfalfa mill and stucco plant. The two plants will be built together in order that both may utilize the same power.

A fire originating in the grinder of the alfalfa mill at Minneapolis, Kan., on December 15, did considerable damage, particularly to the dust collector in the mill, but was luckily put out before more serious damage was done.

Some confusion is arising among the manufacturers, shippers and railroad officials regarding the classification and rates on alfalfa meal. It is so new a product that experts on tariffs are not agreed as to its proper class, especially whether

it should come under grain or cereal product rates.

The new alfalfa mill at Salina, Kan., commenced grinding on January 2. A considerable stock of the hay is on hand.

The Fargo Alfalfa Milling Co. of Fargo, Okla., has been incorporated with a capital stock of \$15,000 by B. J. Hobbs, Clyde Ingle, Louis Zahn and others.

THE HAY TRADE.

Not long ago Glasgow was the largest importer of Canadian hay, but since Sweden commenced shipping to that port the exports of Canadian have fallen off. In the meantime the Liverpool market has improved and offered inducements for shipments of our fodder to that port. Last week about 16,662 bales left St. John, N. B., mostly all for Liverpool, and some 9,473 bales from Portland, of which 4,109 were for Liverpool.

The market here is fairly well supplied and values are on the easy side. Some sections of the interior are still depending upon this market for their supplies, shipments having been made to the Howick, Ormstown and Huntingdon sections for some time past. A section of the Ottawa Valley has also taken a few cars. For prices see our regular market report.—Montreal Trade Bulletin.

THE EASTERN HAY TRADE.

The New York Hay Exchange Association writes on January 2, 1909:

Prices take a wide range for like grades, depending upon where stock is unloaded. On the main sheds the best hay is still held at \$17, but at One Hundred and Thirtieth Street and undesirable terminals the same grade has sold down to \$16. The bulk of the offerings is a fairly good quality of hay. Ordinary No. 3 and shipping are not in heavy supply, but not much wanted, and the relatively light offerings strengthen the position of these goods but little. Small baled hay represents a large proportion of the offerings. At some sheds this size is selling better than at others, but buyers usually make the small bale an excuse for exacting a further reduction in price. On the average there is a full dollar difference in value between the two sizes. Clover mixed hay has shared in the decline and values have eased off with the rest.

Rye straw is the one strong point in the market. No. 1 has sold better than \$19 in instances in a small way, but that figure is all that can be depended upon.

PRESENT STATUS OF THE HAY QUARANTINE.

The quarantine on hay and straw, due to the foot and mouth disease, has been materially modified in many particulars since the middle of December. On December 21 Secretary Wilson issued an order, the practical effect of which was to release the State of Maryland from quarantine, excepting only certain districts in Carroll and Baltimore counties. The order permits the movement of live stock for immediate slaughter and hay and straw subject only to the consent of the State or district authorities to which the shipments are destined. The amendment, however, does not permit foreign shipments.

Another amendment was also issued permitting shipments of hay and straw originating in a quarantined state and destined to another point of the same state, to be made by rail through adjacent states, should the exigencies of travel necessitate. The provision is that such shipments be not unloaded en route other than in the state of origin, except in certain yards or sheds to be designated by the chief of the bureau of animal industry. The practical effect of this ruling will be to allow New York state hay to reach New York City via New Jersey, practically removing the restrictions from that market.

On December 28, as a result of a conference between Secretary Wilson, New York State Commissioner R. A. Pearson and Chief Melvin of the Department of Agriculture, another modifying order was issued from Washington. Inasmuch as no new cases of foot and mouth disease had been found in New York in three weeks, the order removed restrictions on interstate shipments of hay, straw and hides from the greater part of New York State, subject to the consent of the authorities at the destination point. The counties of Erie, Niagara, Orleans, Genesee and Monroe were not removed from quarantine, and no foreign shipments permitted from any part of the state. Within a few days of this order seven states—Maine, New Hampshire, Vermont, Massachusetts, Connecticut, New Jersey and Pennsylvania—informed Commissioner Pearson of their willingness to accept shipments of hay and straw from New York State, except from the five counties under

quarantine. Interstate shipments in New York are still under the state authorities.

Conditions in Michigan are set forth fully in a general letter sent out on January 1 by Secretary-Treasurer E. C. Forrest of the Michigan Hay Association. Mr. Forrest's letter says in part:

" * * * The Canadian quarantine has been so modified as to permit the shipment across Canada to points in the United States of hay, straw and other fodder originating in Michigan, outside of the counties of Wayne, Washtenaw, Monroe, Oakland and Macomb, and which has not passed through any of these counties in transit, which means practically the opening of the Pere Marquette and Grand Trunk routes via Port Huron. I am also advised that the state of Massachusetts has modified its quarantine, permitting hay outside the quarantined counties above mentioned to be received anywhere within that state. The state of Pennsylvania has just issued an order running against all hay, straw, etc., originating in the state of Michigan. This hay may, however, pass through the state in transit to all points beyond. The limbering up of the situation as affected by the Canadian and Massachusetts modifications will be of material assistance. Efforts are now being made to secure, if possible, a modification of the Pennsylvania order as it now stands. * * *"

As a result of these various modifications the terminal markets are now glutted with hay, immense quantities, already baled, being held ready for shipment as fast as the equipment of the railroads will permit and as soon as the embargoes are removed.

FOOD LAW AND GRAIN INSPECTION.

In view of the action of the Agricultural Department's Board of Food and Drug Inspection and of certain state food commissioners, in seizing grain not literally up to the letter of the food laws, the following correspondence between a certain St. Louis grain firm and Dr. Wiley of the Board, published in the Modern Miller of recent date, becomes of interest to the grain trade generally. The St. Louis firm wrote the Board as follows:

THE CASE AS PRESENTED.

"The grain trade of the country is much interested in the application of the federal pure food law, and particularly as to its application to whole grain. I am going to burden you with a few inquiries relative to the workings of, and construction placed on, this law, confining myself to wheat, in which I am especially interested.

"As an hypothetical case: Suppose I sell to a Nashville, Tenn., miller three cars of No. 2 red winter wheat under a St. Louis inspection certificate.

"Upon arrival at Nashville it is found that one car contains an occasional grain of rye. Whether nature or a designing elevator man placed it there, it is impossible to tell. What would be the attitude of the Government?

"Suppose another car contains what the Nashville inspector called a slight mixture of hard wheat. As a matter of fact, it might be a flinty variety of soft wheat, but so unlike the soft wheat in Tennessee that the inspector there would call it hard. Suppose it was actually hard and suppose, further, that it was the result of a mixed seed, all grown in the same field, what would be the attitude of the Government?

"Suppose a third car showed an occasional 'skin burnt' grain; not enough to render it unsound, but still enough to be called 'burnt.' The St. Louis inspector might call it 'skin burnt,' consequently not render the grain unsound, while the Nashville inspector might call it 'mow burnt and unsound.' This wheat may have been slightly warm in the farmer's granary, or it may have been mixed by an elevator man. Would this be adulteration under the pure food law?

"In short, we buy No. 2 red wheat in the St. Louis market and the state of Missouri inspects it and issues a certificate under rules that permit some latitude. We sell this grain as No. 2 red to our interstate trade. We buy the wheat from public warehousemen bonded to the state. We do not touch or handle the grain at all. If there is any admixture of hard wheat or other varieties, we are certainly not responsible for it, nor could we say such admixture was the result of elevator manipulation or whether it grew that way.

"Every honest and conscientious grain man will rejoice at some action of the federal Government that will eliminate sharp practices in the trade, but can this be accomplished except by federal supervision of inspection at primary markets?

"Permit me to say that I have been shipping wheat for fifteen years and have never had a rejection, nor have I ever mixed two cars of even the same variety; hence I am not trying to de-

feud a position. Rather do I want to live right up to the requirements of the law and not take a chance of a conflict with Uncle Sam.

"In conclusion, am I safe in selling wheat, for instance, as No. 2 red 'by sample' and letting my invoices be marked thus: 'Sample No. 2 red'?"

DR. WILEY'S REPLY.

Dr. H. W. Wiley, chairman of the Board of Food and Drug Inspection, replied:

"Receipt is acknowledged, for the Board of Food and Drug Inspection, of your communication, stating a number of hypothetical cases upon which you request a decision by the department.

"It is unnecessary for the department to discuss hypothetical cases of this kind, but rather to bring to your attention regulation 22 contained in circular 21. Wheat being a food product naturally comes under the requirements of the food and drug act and is one of those products which is ordinarily sold without a label. By referring to regulation 22 you will find that if a product is sold, for example, as a No. 2 red winter wheat and it is found that the product is not No. 2 red winter wheat, then the product will be looked upon as being mislabeled and consequently in violation of section 8 of the federal law.

"This principle would apply under all other circumstances where the product is alleged to be of a certain standard or grade and it is found on examination to be of a different standard or grade from that under which it is sold. It would then undoubtedly be looked upon as an adulterated or misbranded product and consequently be subject to the requirements of this act.

"Any definite information concerning cases where sharp practices are being carried out along lines as indicated in your communication would be appreciated by the department, in order that inspectors may at once be put to work with a view to stopping these practices."

THE GRAIN SHIPPERS' REPLY.

"We regret that you cannot take up our hypothetical cases, and are surprised at this, for the occasion of our first communication to you was a copy of some correspondence between your committee and W. R. Donnelly, secretary of the Southeastern Millers' Association, in which communication your assistant, Mr. Dunlap, passed on an hypothetical case.

"The truth of the matter is, that the law, so far as it concerns whole grain, is rather vague and your reference to regulation 22 fails to throw any light on our position. Permit me to quote from your letter: 'By referring to regulation 22, you will find that if a product is sold, for example, as a No. 2 red winter wheat and it is found that the product is not No. 2 red winter wheat, then the product will be looked upon as being mislabeled and consequently in violation of section 8 of the federal law.'

"The question for the Government to determine under this construction is what constitutes No. 2 red winter wheat. Has the federal Government ever established grades of grain, and are you acquainted with the fact that there is no such thing as a universal grade of grain? Are you advised that every primary market has its own independent standard, and if we sell wheat out of St. Louis as No. 2 red and furnish a certificate of inspection signed by a sworn state inspector who grades that grain under regulations made by the state of Missouri, are we liable on a different interpretation placed by an inspector at some interstate point?

"This matter is one of serious moment to the grain trade of the country, and one that should be gone into thoroughly and concisely. It is not sufficient to tell us that if we ship wheat as No. 2 red, and it is found at destination to be other than No. 2 red, that we are liable under the law. This means absolutely nothing unless the federal Government establishes a standard for No. 2 red winter wheat.

"As we said to you in our previous communication, we are not defending a position, but rather we are seeking light that will enable us to live up to the letter of the law. What the grain trade wants is a full exposition of its rights and its limitations under the pure food law, and no more.

"We will thank you, then, to go into this matter further and with the same thoroughness that has characterized the present administration from its incipency.

"We will not take the matter up further in any other direction until we have a chance to hear from you, which, we trust, will be at an early date."

NO UNIVERSAL GRAIN STANDARDS.

Dr. Wiley's response to the above was as follows:

"Receipt is acknowledged by the Board of your communication of November 28. I regret that

the information sent you in a previous letter was not sufficient to answer your purpose.

"You are perhaps acquainted with the fact that there is no such thing as an universal standard for grain, and the federal Government never has established such grade. You are advised that every primary market has its own independent standard. The nearest thing to a general standard of which I am aware is the one adopted by the Grain Dealers' National Association at their convention in St. Louis this fall, but so far as I know only one exchange or board of trade has adopted this standard; I presume it may be more widely adopted, but as to this I have no definite knowledge.

"It is, I think, sufficient for your purpose to be made aware of the fact that if anyone purchases, say, No. 2 red winter wheat based on the St. Louis standard, it is expected that the wheat so purchased would be of the grade required by such standard, or otherwise, it would be considered as adulterated or misbranded, or both, under the pure food law.

"As far as the attitude of the Board is concerned, it is impossible to give you definite rulings on this matter; but I can say personally, that our inspectors would respect, in lieu of any other type of standard, the standards which have been adopted by the various boards of trade and exchanges, and that if a product is sold bearing one of those certificates, and the product corresponded to the certificate, no objection would be raised to the grain going into interstate commerce. What steps might be taken by the state authorities, of course, we cannot say."

The CO-OPERATIVES

The Stanton Farmers' Elevator Co., Minnesota, cleared \$501 in 1908.

The Mattoon Grain Co., Mattoon, Ill., has declared a dividend of 8 per cent.

The Farmers' Grain Dealers' Association of Iowa will meet at Sioux City in February.

Farmers' Union Elevator Co., Elk Point, S. D., earned a profit in 1908 of about 20 per cent.

The Farmers' Elevator Co. of Montevideo, Minn., has declared a dividend of 10 per cent.

The Farmers' Elevator at Maynard, Minn., earned a small dividend and boosted the price of grain.

The Alliance Elevator and Milling Co. of Sherburn, Minn., has petitioned the District Court to appoint a receiver and permit it to dissolve and go out of business.

The Ellis Farmers' Grain and Live Stock Co., Ellis, Neb., reports the amount cleared during the past nine months of 1908 to have been \$1,200 on a business of \$86,000.

The Minnesota Farmers' Elevator Association at Minneapolis on January 6 elected the following officers: L. A. Smith, Truman, president; J. C. Nolan, Waverly, vice-president; A. L. Johnson, Austin, secretary, and J. F. Delaney, Hatfield, treasurer. The board of directors is composed of John Jalicki, Woodstock; Sam Chapin, Luverne; O. L. Lunder, Slayton; William Bennett, Lowry; Wm. Kankerlick, Canby; John Breen, Ghent; Alfred Froberg, Burr; J. O. Distadt, Hayfield, and H. R. Hanscn, Clarkfield. It was decided to change the name of the organization to Farmers' Grain Dealers' Association of Minnesota.

The Wisconsin Branch of the American Society of Equity will meet at Madison on January 12-16. The particular problems before the branch are a packing house at Eau Claire, to cost \$100,000; an organized demand of the coming state legislature for a liberal appropriation for the enlargement of the binding twine factory now nearing completion at the state prison at Waupun; and, thirdly, a proposition that the legislature provide means for free transportation of unemployed laborers from the cities to such country districts as are in need of help, the state to establish in a number of cities employment offices from which applicants for work would be shipped transportation free to places where employment might be waiting.

W. C. MacFadden, member from North Dakota of the Wisconsin Grain Commission, has announced his resignation, and the governor has recommended a successor.

Grain dealers of Oklahoma, Kansas and Texas met with the Oklahoma Corporation Commission at Guthrie to organize and forward a movement to have either Congress or the Interstate Commerce Commission change the uniform grain bill of lading on shipments toward Kansas City, Chicago, Galveston and other concentrating points.

OBITUARY

W. Stead, of W. Stead & Co., owners and operators of a line of Canadian elevators, died at his home in Winnipeg, Man., recently.

John Kiefner, one of the oldest residents of Garden Plain, Kan., and a grain dealer at that point for many years, died in that city on December 31. He leaves a wife and four sons.

G. H. Elliott died at his home at Whiting, Iowa, December 24. Mr. Elliott was formerly engaged in the grain business and was well known in western grain circles. He sold out his business about two years ago.

Llewellyn P. Hammond, a retired grain merchant of Gloucester, Mass., died recently at Watertown, Mass. Mr. Hammond was seventy-one years of age and a prominent Mason. A widow and daughter survive.

Albert Dodge, a well-known grain dealer of Gloucester, Mass., died recently in his seventy-third year. Mr. Dodge owned the tide grist mill at Riverdale, Mass., said to be the oldest mill of its kind in New England.

George H. Paull, a member of the grain firm of J. Paull & Co. of Weir, Mass., died at his home in that village last month. Mr. Paull was well known and sincerely respected in his native town. A widow and two daughters survive.

Hiram M. Cox, president and treasurer of Cox & Ward, wholesale dealers in cement and grain at Portland, Me., was killed by a fall from the window of his apartments at a hotel in Hot Springs, Ark., during the latter part of December. He leaves a widow, a son, Dr. Lester Cox of California, and a daughter.

John H. Evill, a charter member of the St. Louis Merchants' Exchange, died at his home in that city on December 27. Death was due to a complication of diseases. Mr. Evill was born in St. Louis sixty-two years ago. He was an organizer of the Columbia Hay and Grain Co. and an active member of the Veiled Prophet Society. A widow and two children survive.

Charles W. Hugo, a prominent hay and grain dealer of New Orleans, died at his home in that city on December 28. Mr. Hugo was well known in financial fraternal and Masonic circles. He conducted a large hay and grain business, and was a leading factor in the cereal milling firm known as the Hugo Manufacturing Co. A widow and three brothers survive.

Francis E. Dickinson, member of the firm of W. H. Dickinson & Co., grain brokers of Minneapolis, died at his home in that city on December 30, after an illness of about ten days. Mr. Dickinson was 39 years old and a native of Sheffield, Pa. He had resided in Minneapolis for the past fifteen years and was a prominent member of the Chamber of Commerce. A widow survives.

O. Z. Bartlett of the grain firm of L. Bartlett & Son, grain dealers on the Milwaukee Chamber of Commerce, met death in that city on December 15, when the automobile in which he was riding plunged through an open draw into the Milwaukee River. Two companions of Mr. Bartlett were rescued, but he drowned before assistance could reach him. Blame for the accident has not been fixed.

Harvey M. Dixon, elevator owner and operator at Rochester, Minn., was killed by a fall in his elevator on December 11. Mr. Dixon operated an independent elevator in Rochester and was one of the leading business men of that town. Although but 29 years of age, he had already made a name for himself as one of the solid and substantial citizens of his home city. He was a member of the Elks and the Knights of Pythias. A wife and daughter survive.

Thompson Christy, formerly a prominent grain dealer of Waterloo, Iowa, died at his home in Des Moines, Iowa, on Christmas Day. Death was due to a complication of diseases. Mr. Christy was a native of Scotland, being born in that country in 1839, coming to this country eight years later with his parents. Mr. Christy retired from business last June. He had a large circle of friends throughout the state, and will be remembered as a public-spirited citizen. Burial was held at Des Moines.

Harry W. Benedict, prominent in the business life of New Orleans, died at his home in that city on January 2. The cause of his death was Bright's Disease. Mr. Benedict was fifty-one years old, and prominent in the hay and grain trade of New Orleans, being vice-president and general manager of the Benedict Commission Co. He was a member of the Board of Trade, the Travelers' Protective Association and several car-

nival organizations. He was also prominent in Masouic circles. Surviving Mr. Benedict are his widow, one son and one daughter.

Charles A. Blinn, formerly manager of the B. & O. Elevator at Baltimore, Md., and prominent in local grain circles, died suddenly of apoplexy at his home in that city on December 15. Mr. Blinn, who was 62 years old, was a familiar figure about the Baltimore Chamber of Commerce until his retirement two years ago, and was a great favorite with the members. A widow and two children survive.

Theodore Parsons Halls, retired grain merchant and banker, and one of Detroit's best-known residents, died at his home in that city on January 3, from a complication of diseases. Mr. Hall was born seventy-three years ago at Rocky Hill, Conn., and graduated from Yale in 1856. In 1863 he entered the grain business in Detroit, continuing in it until 1888, when he retired. Since that time he has devoted himself to travel and study. A widow and three daughters survive.

Lynn B. Brinson, a retired broker and former member of the St. Louis Merchants' Exchange, died December 12 at Hot Springs, Ark. The cause of his death was pneumonia. Mr. Brinson was connected with the Orthwein Grain Co. and the Brinson-Wagner Co. of St. Louis for many years. He was a thirty-second degree Mason and member of the Knights Templars and Shriners. Burial was at Shelbyville, Ind., his native town. Mr. Brinson leaves a widow and one son.

DEATH OF WILLIS BULLOCK.

Willis Bullock, editor of the Hay Trade Journal, died suddenly at his home in Canajoharie, N. Y., on December 29, 1908. Born on August 17, 1844, at Canajoharie, Mr. Bullock was a life-long resident of that town. In 1867 he engaged in the hay trade, which he followed for many years, being one of the largest buyers and shippers in that section of the state. In 1892 he founded the Hay Trade Journal, which he edited and published up to the time of his death. The paper was a pioneer in the trade, and through Mr. Bullock's energy became an unqualified success.

Mr. Bullock's death is a heavy loss not only to his home town, but to the hay trade at large. He was known to the hay-men from Maine to California, and was active in the formation of the State and National Associations, in both of which he had repeatedly held high offices. In local affairs Mr. Bullock was also prominent and public spirited to the highest degree. At different times he had served as highway commissioner, trustee and president of the village and member of the board of education. He was married in 1875 to Hettie B., daughter of Dr. Joseph Burbeck, who, with two sons, Willis, Jr., and Dewitt, and a sister, Miss Anna Bullock, survives.

New Orleans in December exported 223,391.20 bushels of wheat (1,508,460 bushels in December, 1907) and 573,184.36 bushels of corn (423,749.50 bushels in December, 1907).

The opinion of the United States Supreme Court was rendered on January 11 in the case of the Missouri Pacific Railway Co. vs. The Larrabee Flour Mills, located at Stafford, Kan., in which the owners of the mills sought to compel the railroad company as a common carrier to perform switching services on a spur track built to the mill by the Atchison, Topeka & Santa Fe Co. The decision was favorable to the mills. The resistance of the railroad was based on the absence of a specific contract. The Kansas Supreme Court affirmed a verdict granting the prayer for mandamus and directing the railroad company to supply the requisite facilities, and that decision was affirmed by the United States Supreme Court.

The Dominion Marine Association at Toronto on January 4 endorsed the proposed plan of a clearing house for grain cargoes at Port Arthur and Ft. William, so as to do away with the necessity of freighters having to go to so many elevators to collect cargo. The Association decided also to carry grain in the future only on a bill of lading which relieves them from all liability for shortage of more than one-half bushel on each 1,000 bushels of cargo. The present bill makes the vessel responsible for all shortage in cargo at out turn points. The new arrangement will apply to all ports, and the sympathy of the Lake Carriers' Association of the United States has been enlisted. Similar action is expected to be taken at their meeting to be held in Detroit this month, which the president and secretary of the Dominion body have been instructed to attend.

CROP REPORTS

The average 1908 yield of oats and barley for Wisconsin shows a phenomenal increase over 1907, the yield of oats for 1908 being nearly ten bushels per acre greater than in 1907, and of barley about seven bushels per acre greater. The corn yield averaged 33.7, as against 32 a year ago.

The Ohio January report states a decline in wheat condition, but no figures are given. The December average was 60. The corn crop is estimated at 103,000,000 bushels and of good quality, with conditions in crib and shock at 101 and 98, respectively, as compared with 73 and 73 a year ago.

The corn crop of South Dakota for 1908 is estimated at 57,677,000 bushels, an increase of 10,502,000 bushels over 1908. The value of the crop is placed at \$28,838,000. Spring wheat for 1908 is estimated at 37,862,000 bushels, valued at \$34,833,000, as against 32,480,000 bushels, valued at \$28,907,000, for 1907.

Deputy State Grain Inspector S. S. King of Washington made an extended tour through the grain belt of that state in December, and reports wheat to be in the best of condition, and the farmers feeling prosperous and optimistic. He also reports a larger area than ever before seeded to fall wheat.

According to figures compiled by the State Board of Agriculture the total yield of corn in Illinois for 1908 was 213,366,624 bushels. The total acreage for the year is given as 6,780,500, as against 7,295,000 for 1907. Reports on fall sowing indicate a decrease of 15 per cent in wheat, and 20 per cent in rye, due largely to the lack of moisture at seeding time.

The average yield per acre of the various crops in Minnesota for 1908, as compared with the preceding year, is given as follows: Spring wheat, .2 bushel less; oats, 1.5 bushels less; barley, 2.5 bushels greater, and flax stationary. The total yield of spring wheat in Minnesota is now placed at 68,557,000 bushels, as against 67,600,000 for 1907. The corn crop is given at 46,835,000 bushels, an increase of 3,230,000 bushels over 1907.

Under the date of December 20, B. W. Snow has issued a special crop report, revising his earlier December estimates. He makes the condition of winter wheat 83.2 per cent on December 20, as compared with 78.9 the first of the month. This would give an indicated crop of 410,000,000 bushels, as compared with 385,000,000 on the earlier estimate. Acreage figures are revised to 90 per cent of that seeded last year, against his first estimate of 88.9 per cent.

We quote the following from the recent Circular "B" of E. W. Wagner of Chicago: "The 1909 winter wheat crop was planted under the worst conditions ever experienced. The farmer struggled with hard soil that broke into large cakes under his plow and clouds of dust arose at each step. No hopes of a bountiful 1909 yield are entertained. The prospects are for a net result not to exceed 400,000,000, versus an average of 437,000,000 for the years 1905-6-7-8."

The Michigan Crop Report of January 8 reports but small injury to the wheat crop of that state during December. It is estimated that the total number of bushels of wheat marketed during the five months, August-December, was 5,500,000, with an average price on January 1 of 97. Wheat prices are 4 cents higher than a year ago, corn 3 cents higher, with oats and rye 1 cent and 3 cents lower than the previous year. Due to unusual conditions, hay is now \$4.16 lower than last year.

The December report of the Iowa crop department places the total yield of corn for that state at 301,873,150 bushels, valued at \$153,955,306. While the yield is under last year's, the value is greater than ever before. The oats yield for the state is placed at 112,830,490 bushels, about the same as last year, but somewhat below the ten-year average. The barley crop aggregated 10,624,660 bushels, as against a ten-year average of 13,629,872 bushels. Rye and flax were above the average.

A Southern Indiana miller is quoted as follows in C. A. King & Co.'s report of January 7: "As a rule, a man who is interested in the market is generally not a good judge of conditions, but we have had excellent winter weather for the growing crop, which gets to looking better all the time. It is green, and is coming out fine. The only strength in the market at all is the thought and hope that Patten will be able to manipulate and put it higher. Outside of this feature everything is entirely stagnant, the largest and best winter wheat mills acknowledging that flour has

been 25 cents a barrel under normal conditions too low for the last four months, and it still remains in this manner. How long it can be kept in this way we do not know."

Crop Expert Oscar K. Lythe has figured the production and distribution of the wheat crops between July 1, 1903, and July 1, 1908, on both of which dates supplies were low, and reaches the conclusion that there are 43,150,000 bushels of wheat available for export for the seven months between December 1, 1908, and July 1, 1909, and still leave a visible supply of 10,000,000 bushels and farm reserves of 35,000,000 bushels. Mr. Lythe figures the per capita crop as 7.709 bushels, with per capita consumption at 5.022 bushels.

George B. Ellis, secretary of the Missouri Department of Agriculture, has published the final estimates of the corn crop of that state. The total crop for 1908 is placed at 182,471,700 bushels, with an estimated acreage of 6,530,400, which is a reduction from 1907 of 761,400 acres. The average yield for the state was 27.9 bushels, compared with 32.7 bushels a year ago, the greatest falling-off being in the northwestern part of the state. The quality is given as 81, against 86 for 1907. The total value for 1908 is estimated at \$103,150,000, which is only slightly below last year's estimate.

The following table shows the wheat yield of the principal producing states for the last ten years in million bushels:

	'08.	'07.	'06.	'05.	'04.	'03.	'02.	'01.	'00.	'99.
Missouri	22	29	31	28	27	22	56	31	18	11
Ohio	33	31	43	32	17	28	36	33	8	39
Indiana	45	34	48	35	12	23	35	31	6	25
Illinois	30	40	38	29	21	16	32	30	17	12
Michigan	16	13	13	19	6	15	18	13	9	13
Washington	26	35	25	32	32	19	23	34	25	21
Oregon	15	15	14	13	14	12	15	17	16	21
California	14	21	26	17	17	21	22	34	28	33
Minnesota	69	68	56	72	68	70	79	80	51	68
North Dakota	68	55	78	75	53	55	62	59	13	51
South Dakota	38	32	42	44	31	47	44	51	20	37
Kansas	74	66	81	77	65	87	45	99	82	36
Nebraska	44	46	51	48	31	42	52	42	24	20
Oklahoma	16	9	18	11	15	24	12	20	18	16
Iowa	10	8	9	13	11	12	14	21	21	18

Following an ideal autumn, when farmers were given every opportunity to seed large areas in eastern Washington, enough moisture is now in the ground in that state to insure a good crop next season. Farmers in the valleys report grain coming on splendidly, and the soil is soaked to a depth of from six to eight inches. Reports from the vicinity of Touchet, Wash., where the rainfall is exceptionally light, are that crops are coming on fine and the stand of grain is full. On Eureka flat the fall crop is exceptionally large and the grain is several inches high. Following an unusually dry summer farmers were anxious last fall to seed every acre available, and the result is a larger acreage of sowing than ever before, with prospects reported good. Many of the Washington farmers are experimenting with Turkey red wheat, in the hope that, even with another dry summer, the crop will be made before the July winds have a chance to injure it.

The final revised estimates of the Crop Reporting Board of the Bureau of Statistics, United States Department of Agriculture, based on the reports of the correspondents and agents of the Bureau, supplemented by information derived from other sources, indicate the acreage, production and value in 1908 and 1907 of important farm crops of the United States to have been as follows:

Crop.	Acreage Acres.	Production Bushels.	Farm Value Dec. 1.	
			Per bu. Cents.	Total.
Corn, '08.....	101,788,000	2,368,632,000	60.0	\$1,616,145,000
Corn, '07.....	99,931,000	2,592,320,000	51.6	1,336,901,000
W. Wheat, '08..	30,349,000	437,908,000	93.7	410,330,000
W. Wheat, '07..	28,132,000	409,442,000	88.2	361,217,000
S. Wheat, '08..	17,208,000	226,694,000	91.1	206,496,000
S. Wheat, '07..	17,079,000	224,645,000	86.0	193,220,000
Oats, '08.....	32,344,000	807,156,000	47.2	381,171,000
Oats, '07.....	31,837,600	754,443,000	44.3	334,568,000
Barley, '08.....	6,646,000	166,756,000	55.4	92,442,000
Barley, '07.....	6,448,000	153,597,000	66.6	102,290,000
Rye, '08.....	1,948,000	31,851,000	73.6	23,455,000
Rye, '07.....	1,926,000	31,566,000	73.1	23,068,000
Buckwht., '08..	803,000	15,874,000	75.6	12,004,000
Buckwht., '07..	800,000	14,290,000	69.8	9,975,000
Flaxseed, '08..	2,679,000	25,805,000	118.4	30,577,000
Flaxseed, '07..	2,864,000	25,851,000	95.6	24,713,000
Hay, '08.....	46,486,000	70,798,000	8.98	635,423,000
Hay, '07.....	44,028,000	63,677,000	11.68	743,507,000

The estimated farm value of all farm products of 1908 reaches the total of \$7,778,000,000, the largest in the nation's history, and a gain over 1907 of \$290,000,000. Had not the prices of cotton and hay in 1908 been below average this value would have been considerably increased. Taking the value of products in 1899, the census year, as a standard at 100, the value for 1908 stands at 165.

The low rate of 50 cents from South Dakota points to Pacific Coast points on the Chicago, Milwaukee & St. Paul road has been nullified as to the Platte, Armour and West-of-Mitchell branches.

A Good Resolution

Place your elevator in proper shape for conducting an up-to-date grain business by installing an

ELLIS GRAIN DRIER

No experiment. We furnish a list of users from among the largest and best grain firms in this country.

The Ellis Drier, the drier that conditions grain in a perfect manner and at minimum cost.

ELLIS DRIER CO.

747 Postal Telegraph Bldg.
CHICAGO

LATE PATENTS

Issued on December 8, 1908.

Combined Conveyor and Purifier for Grain and the Like.—August Frister, Bremen, Germany. Filed October 21, 1905. No. 905,865. See cut.

Corn or Grain Crib.—Charles B. Hurst, Chillicothe, Ohio. Filed October 21, 1907. No. 906,027. See cut.

Grain Car Door.—William H. McMachen, Superior, Wis. Filed January 25, 1908. No. 906,060. See cut.

Sterilization of Grain by Fumigation.—Jacob Bloch, Berlin, Germany. Filed February 7, 1908. No. 906,098.

Grain Elevating Machine.—Edmund H. West-

Russia. Filed September 19, 1908. No. 907,855. See cut.

Seed Corn Separator.—Charles S. Asplund, Minneapolis, Minn. Filed March 2, 1906. No. 907,947. See cut.

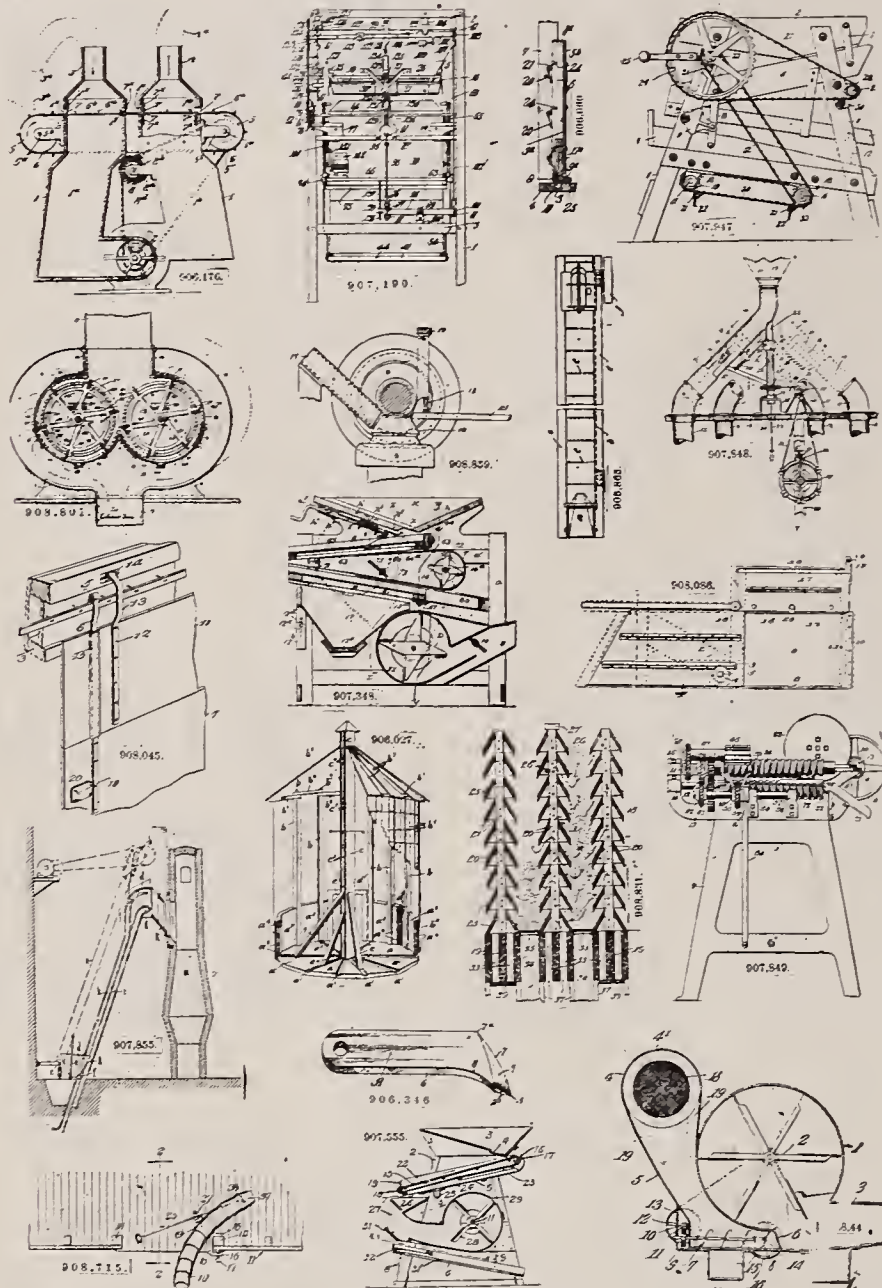
Grain Car Door.—Curtis L. Smith, Dunn, Ind. Filed April 29, 1908. No. 908,045. See cut.

Grain Door.—Joseph H. Furtney, Glenwood, Minn. Filed April 30, 1908. No. 908,086. See cut.

Apparatus for Bleaching Grain.—Harry J. Caldwell and James R. Barr, Earl Park, Ind. Filed May 7, 1907. No. 908,391.

Issued on January 5, 1909.

Pneumatic Grain Conveyor.—William F. Carlton, Advance, Mo. Filed March 3, 1908. No. 908,445. See cut.



puts the figures at \$35,000, with \$12,500 insurance. General Manager Strickland states that the elevator will be rebuilt at once.

A fire originating in the engine room destroyed the elevator of Sargerson & Co. at Argyle, Wis., on December 22. The town is without fire protection and nothing could be done to save the building. The loss will reach several thousand dollars.

The elevator of the Waukesha Grain and Produce Co. at Waukesha, Wis., was destroyed by fire in the early morning of January 6. The loss on the building is \$4,000, fully covered. On the stock the loss is about \$8,000, with \$4,000 insurance.

The Northern Elevator at Glenboro, Man., was burned to the ground in December. The fire is believed to have started from locomotive sparks. Only the heroic work of the fire department saved the two other elevators and the flour mill which stood nearby.

Morris Welch, an aged grain man of White House, Pa., was assaulted by two men while leaving his place of business on the evening of December 24. It is believed that the motive for the attack was robbery, but the men were frightened away before they could obtain anything.

The elevator at Reserve, Kan., owned by the Jones Bros. Grain Co. of Nebraska City, Neb., was entirely destroyed on December 29 by a fire which started in the engine room. About 6,500 bushels of grain were lost. The total loss is placed at \$7,500, fully covered by insurance.

The municipal elevator at Maclean, Sask., was destroyed by fire on the night of December 21, together with some 10,000 bushels of wheat. The origin of the fire is unknown and by the time the blaze was discovered it had gained such headway that there was no chance of saving the elevator.

William E. Rice, manager of the elevator at Romulus, Mich., narrowly escaped death recently while at work. His clothes became caught in a wheel and he was whirled about a rapidly moving shaft until the machinery could be stopped. Luckily he received nothing more serious than several bad bruises.

The old Star Mill at Milan, Ohio, was burned on December 28 while undergoing alterations with a view to transforming it into a grain elevator. Spontaneous combustion is believed to have been the cause of the fire. The loss to the owners, Turner & Son, is estimated at \$1,500, partly covered by insurance.

The Minneapolis and Northern Elevator at Milton, N. D., was destroyed by fire on December 18. The fire was caused by an overturned lantern. Agent August Peterson had a narrow escape, being found unconscious within the building after the fire had gained considerable headway. The loss is \$15,000, fully covered by insurance.

The Farmers' Elevator at Carlyle, Sask., was completely destroyed by fire last month, together with about 8,000 bushels of wheat. The fire had gained such headway before it was discovered that nothing could be done to save the structure. The building and grain was insured for \$17,000. The loss is a severe one to the town and district.

The elevator and warehouse of the Western Milling Co. at Calgary, Alberta, were destroyed by fire on the night of January 2. The fire broke out on the roof during a severe gale and it required the entire efforts of the fire department to save the mill, which stood but a few feet away. The loss is \$50,000, fully covered by insurance. The elevator will be rebuilt.

A fire of unknown origin caused \$10,000 loss to the corn sheller room of the big Bartlett, Kuhn & Co.'s Elevator at Terre Haute, Ind., on December 18. Only the most strenuous kind of work by the firemen prevented the spread of the flames to other parts of the elevator. As it is, but little grain was damaged, the loss being mostly to machinery. The loss is fully covered by insurance.

A fire originating in the engine room of the Spalding & Foertsch Elevator at Wanda, Minn., last month completely destroyed the house, together with about 35,000 bushels of grain and considerable coal, wood and flour. The fire was communicated to another elevator nearby, but energetic work saved it from destruction. Only about \$5,000 insurance was carried. A new elevator will be erected in the near future.

The macaroni wheat trade with Sicily has been ruined by the earthquakes, Messina having been one of the biggest durum wheat markets of the old world.

Port Arthur's record of shipments of grain in one day is 1,092,000 bushels. The Boland alone took 500,000 bushels of oats. This was on December 10.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

ELEVATORS AND MILLS

FOR SALE.

Elevators in Illinois and Indiana that handle from 150,000 bushels to 300,000 bushels annually. Good locations. Prices very reasonable. Address JAMES M. MAGUIRE, Campus, Ill.

LINE OF GRAIN ELEVATORS AND CLEANING HOUSE.

One of the best lines of grain elevators and cleaning house in Minnesota, on good line of railroad, at the low price of \$60,000. Owners wish to retire from the grain business. Splendid grain-buying points and also coal business in connection. Address

J. D. MILLER, Endicott Bldg., St. Paul, Minn.

FOR SALE.

Elevator for sale at Holder, Ill. Rebuilt in 1902; all new machinery; 12-horsepower Charter Engine. Capacity 28,000. Ground leased from L. E. & W. R. R. Co. Also an elevator at Fullerton, Ill., built in 1903. Ten-horsepower Charter Engine. Capacity 22,000 bushels; cribs for 5,000 bushels ear corn. Elevator is on owner's ground. Address

JOHN Y. CHISHOLM, Trustee, Bloomington, Ill.

FOR SALE.

Elevator and lucrative business. Elevator capacity, 75,000 bushels; all latest improvements, with electric power, etc.; large grain warehouse; large fireproof brick hemp house; coal and grain business. Situated in the best of the Blue Grass region, Georgetown, Scott County, Ky. Only elevator in county; annual wheat production, 400,000 bushels. Georgetown has a population of 8,000. Three railroads in our yards. For particulars address

S. S. OFFUTT & CO., Georgetown, Ky.

MACHINERY

ENGINES FOR SALE.

Gasoline engines for sale; 5, 7, 10, 20, 30 and 45 horsepower.

TEMPLE PUMP CO., 15th Place, Chicago, Ill.

FOR SALE.

One 15-horsepower steam engine; in good repair; also 30-horsepower boiler.

J. T. DARNIELLE, Piasa, Ill.

FOR SALE.

One No. 37 Howes Oat Clipper, good as new. Address

THE ADY & CROWE MERCANTILE CO., Denver, Colo.

FOR SALE AT A BARGAIN

Several old-style No. 3 grain separators. New; never been used. Need the room and will close out cheap.

JOHNSON & FIELD MFG. CO., Racine, Wis.

FOR SALE.

We have for sale two new Triumph Corn Shellers, cheap for cash.

One complete outfit of machinery—rolls, belting, elevators, cleaners, etc.—for a 100-barrel flour mill. Must be sold at once, very cheap for cash.

One 50-horsepower gasoline engine, good as new, at less than half price. Address

GRAIN DEALERS' SUPPLY CO., 305 South Third St., Minneapolis, Minn.

MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

FOR SALE.

No. 1 Barnard & Leas Willford Feed Mill....\$125
No. 000 Little Victor Corn Cleaner..... 60
No. 000 Little Victor Corn Sheller..... 75
No. 1 B. & L. Double-Acting Sifter..... 35
No. 7 New Bowsher Feed Mill..... 85
Two-hole Sandwich Corn Sheller..... 125
Deering Four-Roll Corn Shredder..... 85
Fairbanks-Morse 5-ton Wagon Scale..... 75

All the above has been used less than two months.

PETERS & EDHOLM CO., Omaha, Neb.

SCALES

SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

WANTED.

Salesmen wanted to sell seed as a side line in all parts of the United States. Address

SEED SALESMEN, Box 12, care "American Elevator and Grain Trade," Chicago, Ill.

WANTED.

Position as manager of elevator, with intention of renting, buying or taking a share in same before the next grain season starts. Must be in a good town of about 2,500 inhabitants or more and in a good farming locality.

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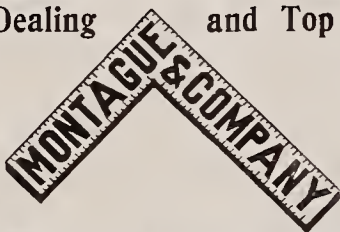
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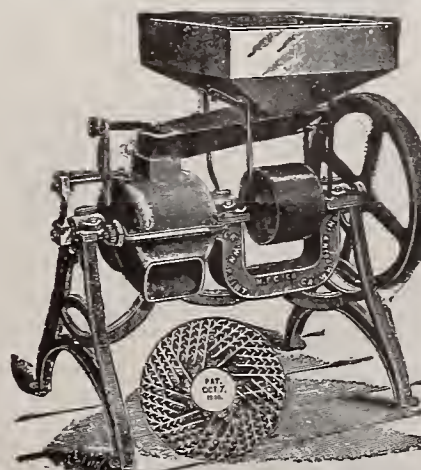
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Indianapolis Office, 617 Board of Trade Bldg.

Also State Representative for
JOHNSON'S GRAIN DRYER AND RENOVATOR



L. O. HICKOK

L. O. HICKOK & SON

DESIGNERS, ENGINEERS, CONTRACTORS

GRAIN ELEVATORS

AND

General Construction in Wood, Brick and Concrete

PLANS—SPECIFICATIONS—ESTIMATES

320 Flour Exchange

Minneapolis, Minn

Grain Elevators BUILT

G. M. SLOAN

5804 Superior St., Chicago, Ill.

A "WANT AD" in the "AMERICAN ELEVATOR AND GRAIN TRADE" will do the business.

**GOOD JUDGMENT**

for fire insurance is to select the company patronized by your fellow grain dealers. The



is insuring over 2,200 country elevators for over \$9,000,000. For conditions to unite with them, write

C. A. McCOTTER, Secretary.

MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

ALTON, ILL.

Wrote... \$5,348,463.75 insurance last year
Paid \$110,724.14 in losses last year
Added \$24,230.30 to surplus last year
Assessed only 45% of basis rates last year

If you want the best of insurance at the lowest cost, write to us.

Insurance in force.....\$10,158,139.43
Face value of notes..... 1,451,877.89
Cash assets 300,148.96
D. R. SPARKS, President A. R. McKINNEY, Secretary

CHICAGO AGENT

M. W. FUGIT, 740 National Life Building

MILL OWNERS' MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA
ORGANIZED 1875

Insures Mills, Elevators, Warehouses and contents.

Net Cash Assets, \$ 266,243.81
Losses Paid, - 1,339,403.60
Saved to Policy Holders,
\$1,752,149.12

J. G. SHARP, Secretary



DUST! DUST! GIBBS DUST PROTECTOR is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust, and is the most reliable protector known. Perfect ventilation. Nickel-plated protector, \$1. postpaid. Circular free.

Agents wanted. **GIBBS RESPIRATOR CO.**, "B," 124 East Ave., Oak Park (Chicago), Ill.

**BE SURE**

To equip your Grain Elevator Building with our light self-lifting passenger lifts. Strong and substantially made.

INEXPENSIVE, QUICK

No more work climbing stairs. Cost no more than stairways and take up one-quarter the room. Correspondence invited.

SIDNEY ELEVATOR MFG. CO.

Sole Manufacturers SIDNEY, OHIO

Millers' National Insurance Company

205 La Salle St.

CHICAGO, - - ILL.

CHARTERED 1865

Insurance with a maximum of security at a minimum of cost for **ELEVATORS, WAREHOUSES and CONTENTS**, on the Mutual Plan.

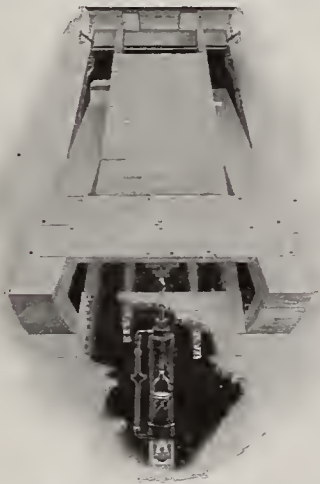
Five-Year Policies (or short term policies on grain, if required).

Semi-Annual Assessments, costing about one-half Stock Company rates.

No conflagration hazard.

Gross Assets, - - \$4,937,625.96
Net Cash Surplus - 883,105.27

Reliance Automatic Dump Controller



This device is the only Automatic dump controller on the market that requires neither hand nor power to operate.

It causes the dump to settle down easily without the least jar or jerk and prevents accident to wagon or team.

This device is a small cylinder filled with cold tested oil in which travels a piston which is attached to the front end of the dump. The motion of the dump is controlled by the forcing of this oil through a regulating valve, which can be adjusted to suit operator.

Equip your dumps with them and avoid accident in the handling of the coming crops. Shipped on trial to responsible parties. Write us for particulars and price.

RELiance CONSTRUCTION CO.

625 Board of Trade Bldg., Indianapolis, Ind.

The Old Reliable

Has unrivaled facilities for handling Permanent and Short Term Orders

Open Policies and Grain Schedules

Our Specialty

LOW COST and PROMPT SERVICE
Our Motto

A. D. Baker, Secretary, LANSING, MICH.

The MOST MODERN DEVICES

For Elevating and Conveying Ear Corn, Cobs, Grain, Etc.

Illustrated in

Jeffrey Catalog No. D80

Mailed Free.

Correspondence Requested.

The Jeffrey Mfg. Co.

Columbus, Ohio, U.S.A.

New York Chicago
Boston Denver

**LEWIS GAS ENGINES**

ALWAYS FILL THE BILL

Starts without cranking. Patented features make it more durable, smoother running, easier working than ordinary engines. Automatically adjusts itself—a light impulse for light work—powerful impulse for heavy load—saving fuel, wear and tear. Sold for twenty years. Thousands in use. Tell us what you will use it for, and we will recommend size and give price.

WRITE TO-DAY

J. Thompson & Sons Mfg. Co.
Dept. 11, BELOIT, WISCONSIN

ARE YOU getting your share of business? If not, try an AD. in the
American Elevator and Grain Trade

Rates on Application

SEEDS

THE ALBERT DICKINSON CO.

.....DEALERS IN.....

GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS, PEAS, POP CORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC.

CHICAGO, ILL. BRANCH: MINNEAPOLIS, MINN.

Don't Buy Gasoline Engines

starting, small space occupied and practical overcoming of vibrations. Costs less to buy—less to run. Send for Catalogue. This is our 55th year.

THE TEMPLE PUMP COMPANY, Manufacturers,

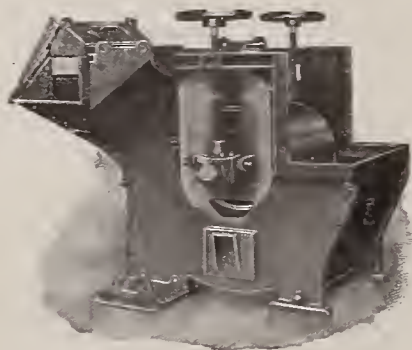
Meagher and 15th Streets, CHICAGO

until you investigate "The Master Workman," a two-cylinder gasoline, kerosene or alcohol engine, superior to any one-cylinder engine; revolutionizing power. Its weight and bulk are half that of single-cylinder engines, with greater durability. Endorsed by the Board of Underwriters. Especially adapted for grain elevator work, owing to steady pull, quick and easy

WHY NOT

double your present elevating capacity? You can do it without increasing the size of your elevator or the size of your cups or belt, and without a cent of expense, outside of that incurred by installing a

Hall Non-Chokable Boot



A device that fills your cups heaping full, that makes a choke in the boot impossible, that requires no attendant at the lever of the feed gate, that makes grain elevating what it should be—safe, pleasant, profitable and systematic.

Sent free on trial, capacity guaranteed.

Catalogue E illustrates it all.

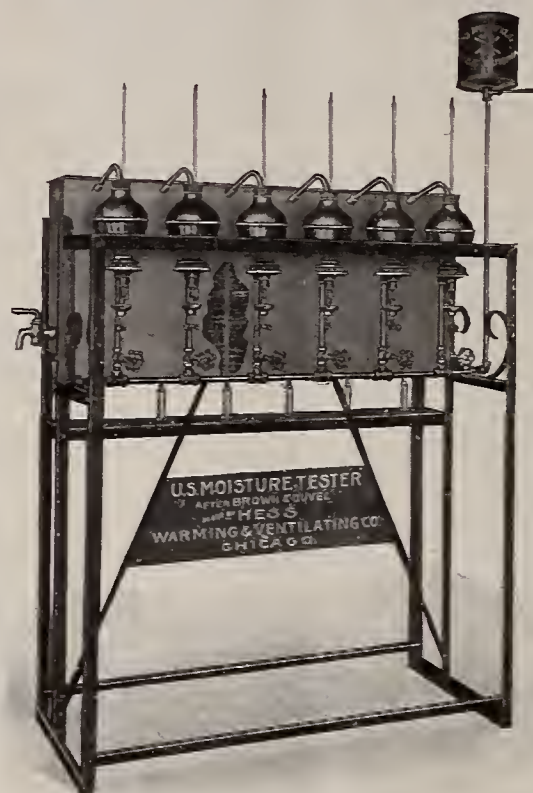
HALL DISTRIBUTOR CO.

506 Ramge Building, Omaha, Neb.

NOW
YOU NEED A

Hess (U. S.) Moisture Tester

Why Buy Water
at Corn Prices?



Anyone can use it. Makes correct tests in 20 minutes. Heated by gas, gasoline, alcohol or kerosene.

PRICES, F. O. B. CHICAGO

2 Compartment, Complete	\$40.00
4 Compartment, Complete	50.00
6 Compartment, Complete	60.00
Torsion Balance	23.00
Recommended and used by U. S. Dept. of Agriculture.	

Hess U. S. Moisture Testers are used by many leading grain dealers and exchanges.

Send for free booklet with instructions for testing grain for moisture.

Hess Warming & Ventilating Company

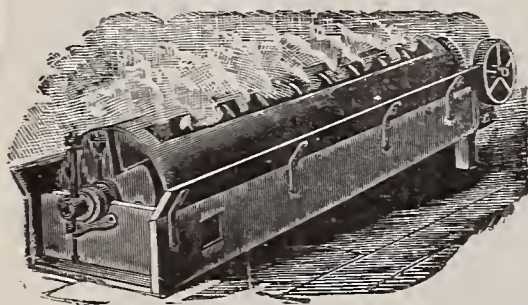
910 Tacoma Building, CHICAGO

P. S.—Hess Grain Driers are used everywhere. Made in all sizes—for all kinds of grain and seed.

HESS-DRIED IS BEST DRIED

SEE THAT YOUR
CONTRACTS CALL FOR

THE



CUTLER STEAM DRYER

SOLD BY ALL MILL FURNISHERS

Not an Experiment. In successful use 25 years drying
CORN MEAL AND HOMINY,
BREWERS' GRITS AND MEAL,
BUCKWHEAT, RICE AND
ALL CEREAL PRODUCTS.

ALSO SAND, COAL DUST, GRAPHITE, CLAY AND ORES

Automatic in operation, requiring no attention. Double
the capacity of any other Dryer sold for same price.

THE CUTLER CO., North Wilbraham, Mass.
CATALOG ON REQUEST:

Progressive Grain Men

Are interested in all phases of the grain business, the milling as well as the marketing of grain. They aim to keep in touch with the consuming trade and know what becomes of their grain in the markets of the world. Such men find the

AMERICAN MILLER

a big help because it fully covers the business of milling wheat and other cereals.

Published on the first of each month, it gives all the news of the milling world and prints a large amount of technical matter that is of interest to the elevator man as well as the miller.

We will send the American Elevator and Grain Trade and American Miller to one address for one year at the combination price of \$2.50. Send in your subscription now.

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Show the value of any number of bushels or pounds of
WHEAT, RYE, OATS, CORN or BARLEY
at any given price from 10 cents to \$2.00 per bushel.
One of the most useful books ever offered to millers.
Indorsed by prominent millers and grain dealers.
Bound in cloth, 200 pages. Mailed on receipt of price

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MITCHELL BROS. CO., 315 Dearborn Street, Chicago, Ill.

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In Elevator Machinery and Supplies may be had on short notice, at any time, by sending your orders to us. We have the big assortments, our goods are always of the best obtainable quality and our prices as low as consistent with such quality.

We have the finest equipment in the country for doing

Roll Corrugating and Grinding

Try us once and learn what perfect work is like. Write for our Catalog and Prices.

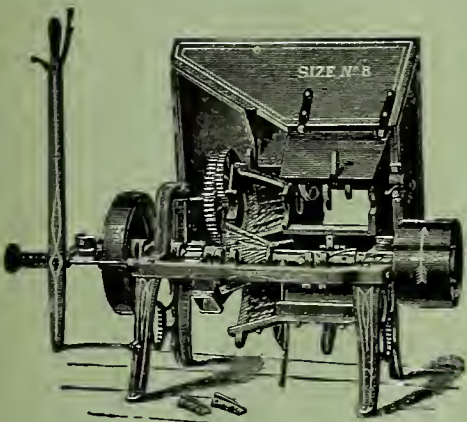
THE STRONG-SCOTT MFG. COMPANY

Formerly Strong & Northway Mfg. Co.

N. W. Agents: Richardson Automatic Scale Co., The Invincible Grain Cleaner Co., Alsop Process Co., Dufour Bolting Cloth Co., and Knickerbocker Dust Collectors.

MINNEAPOLIS, MINN.

Bowsher's All-Around Feed Mill



(Sold with or without sacking elevator)

It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

YOU NEED a mill now. QUIT THINKING about it. COMMENCE to investigate. Give US a chance and we'll tell you WHY we think ours is the best. SEVEN SIZES: 2 to 25 H. P.

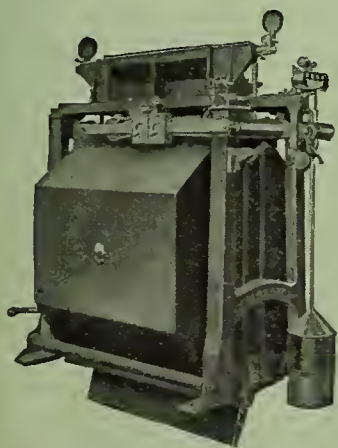
Circular sent for the asking.

Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

THE N. P. BOWSHER CO., South Bend, Ind.

Fairbanks Automatic Scales

HIGHEST DEVELOPMENT OF AUTOMATIC WEIGHING



SIMPLE

Operated wholly by gravity; no springs, few parts.

RAPID

Double compartment hopper, each side dumping as opposite fills.

ACCURATE

Has sealed standard weights and graduated beam and can be balanced and tested at any time without dumping.

And above all, Fairbanks Quality.

Write for Circular No. 544 A. W.

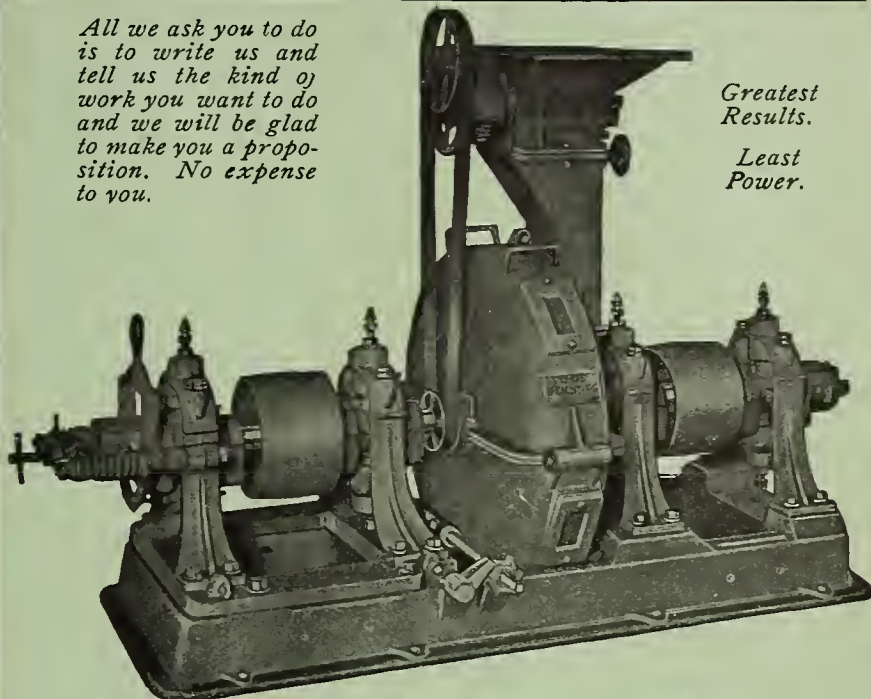
FAIRBANKS, MORSE & CO.
Wabash Ave. and Eldredge Place, - CHICAGO

SCIENTIFIC Attrition Mills

All we ask you to do is to write us and tell us the kind of work you want to do and we will be glad to make you a proposition. No expense to you.

Greatest Results.

Least Power.



Built for FAST, FINE GRINDING. Grinds Corn, Chop Feed, Bran, Offal, Screenings, Small Grain and a great variety of other products.

Our new Catalogue is ready and we will be pleased to send you a copy.

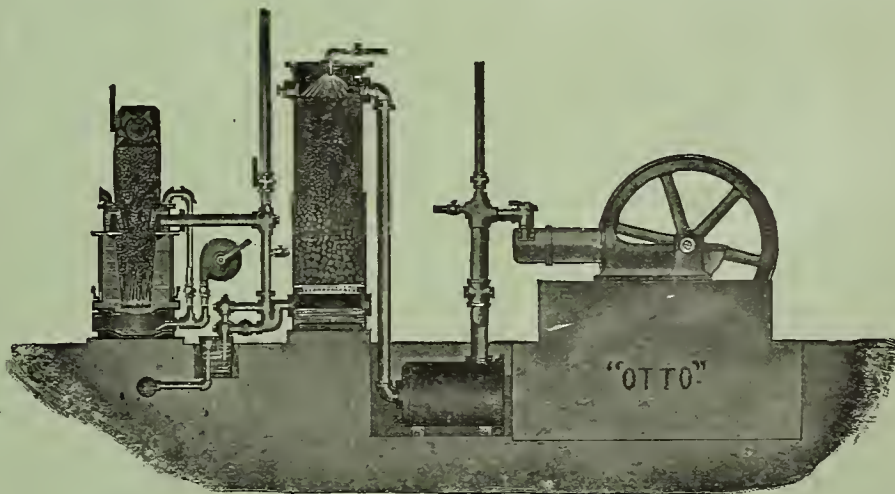
THE FOOS MFG. CO.

(Builders of Attrition Mills Since 1878)

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HAVE YOU "HORSE SENSE"?

If so, you can successfully operate the "OTTO" Suction Gas Producer and Engine.



J. A. Witter, Engineer of the Beaver Crossing Electric Light & Power Co., Beaver Crossing, Nebr., writes as follows:—

"Please send me a book of instructions on handling and running your gas producer and engine. I have been running this one on horse sense, but that might not work at all times. Plant works fine."

Mr. Witter, without the aid of the instruction book published by this Company, gets the best service from his electric light plant. There is a volume of praise for "OTTO" machinery in his short letter; it proves that the "OTTO" Suction Gas Producer and the "OTTO" Engine are reliable in operation if only ordinary intelligence is brought to bear. In Mr. Witter's words—"horse sense" is all that is needed. Over one hundred successful plants for reference.

Write for data to

THE OTTO GAS ENGINE WORKS.
PHILADELPHIA, PA.

The Power That Moves the Grain

CHARTER GASOLINE ENGINES

Also Gas, Distillate, Alcohol, Kerosene, Naphtha,

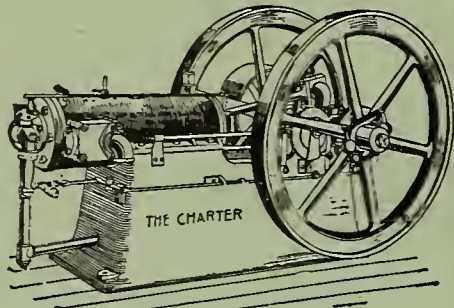
For Operating Mills, Grain Elevators, Etc.

Open Jacket Type is Interesting.

Stationaries, Portables,
Hoisters, Pumping,
Dynamo and Boat Outfits

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DIXON'S SILICA-GRAPHITE PAINT

THE PROVEN SHIELD FOR IRON AND STEEL. INERT
PIGMENTS, GOOD COVERING CAPACITY, DURABILITY
RECORDS IN ALL CLIMATES. Write for Booklet 17-B.
JOSEPH DIXON CRUCIBLE CO., JERSEY CITY, N. J.

Points regarding the
Day Dust Collector
to bear in mind

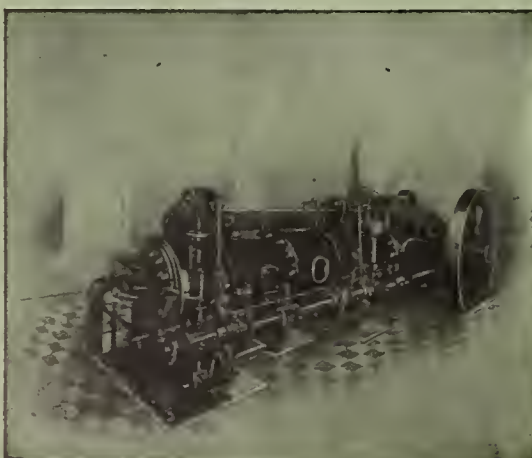
It saves Power in operating your cleaning machine
One of many unsolicited credentials:
January 8th, 1909.
"Just got the Collector placed and it works like a
charm. It's simply a dandy—can't be beat."
CAMBRIDGE MILLING CO.

WRITE US

Please give inside measurements of Fan outlet (or if
two fans, measurement of each) on cleaning machine
for which Collector is wanted, in writing for prices.

THE DAY COMPANY
1118-26 Yale Place, MINNEAPOLIS, MINN.

DU BOIS GAS ENGINES



Types for Power and
Lighting Service

Designed for Natural Gas,
Producer Gas, Gasoline

Sizes 5 to 375 H. P.

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Dubois Iron Works

Established 1877

812 Brady St., Dubois, Pa.

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Rope Drives installed in \$3,000,000 Flour Mill plant of Hecker-Jones-Jewell Milling Co., New York City

For Grain Elevators and Flour Mills

We have furnished many of the Giant Plants of the Country with our Specialties.
Long experience and wide reputation are back of every contract we undertake.

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Weller-Made Conveying Machinery

Is Built to Save Money

We study the particular requirements of every job we undertake. We investigate every detail that would facilitate more economical handling of materials, and work accordingly.

We produced new lines of machines last year that filled a want in many factories. Possibly they would eliminate some unnecessary expense bills from your balance sheet!

Our regular machinery has also been improved. It's a little more in the lead now than it was before.

We never cut the market on price—just quality. With our great facilities we can guarantee prompt shipments and sell at prices that should interest every grain man.

Investigate!

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